

# MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER

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BALTIMORE, FEBRUARY 25, 1904.

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## Manufacturers' Record.

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Manufacturers' Record Publishing Co.

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BALTIMORE.

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BALTIMORE, FEBRUARY 25, 1904.

### TO OUR ADVERTISERS.

It has been impossible to have all advertisements exactly correct and properly located.

Our advertisers, we feel, will appreciate the difficulties encountered and bear with us until conditions can be fully met.

The Manufacturers' Record is published this week, pending the re-establishment of The Record Printing House in Baltimore, by George F. Lasher, of Philadelphia.

Business and news correspondence should, of course, be sent to the home offices of the Manufacturers' Record, corner of North and Lexington Streets, Baltimore, Md.

Advertisements of Southern localities offering special advantages for the location of manufacturing enterprises will be found on pages 56 and 57.

### THE WAY TO HELP BALTIMORE.

The Williams & McKeithan Lumber Co., of Lumber, S. C., in a letter to the Manufacturers' Record say:

Enclosed please find check for one year's subscription to your paper. We, like the entire country, sympathize with you people in Baltimore very much on account of the terrible disaster that has visited your city. We think it would be well for the entire country, especially the South, to purchase all goods that they can from Baltimore from now on. This, of course, would help the people who have lost by the fire and would not necessarily cost us any more money to purchase from there than it would from other points. Of course, there are a great many of these wholesale houses that are burned out, but you still have a great many there, and while it may not directly help those that would not be in position to sell goods, anything that would cause money to go to Baltimore would be a help to the city at large. We have instructed our people as much as possible to purchase all goods from Baltimore. We have some orders in there now, and some with the parties who have been burned out, and which they say will be able to fill in a week or ten days, and we have replied stating that we will wait until they can ship the goods.

This letter seems to voice the sentiment of the whole country—a sentiment deeply appreciated by the people of Baltimore.

### THE REBUILDING OF BALTIMORE.

Of the burning of Baltimore the whole world has heard. Wherever civilization exists this has been the topic of discussion. For the time being it has taken precedence over the great war which is likely before it ends to have changed all Christendom and to have decided the commercial scope, possibly the civilization itself, of Europe and Asia, if not of America, for a hundred years to come. The world has heard of the enormous destruction of property here, of how office buildings, wholesale warehouses, bank buildings, are in ruins; it has heard that trade has been disorganized, and its admiration has been awakened for the indomitable spirit with which Baltimore has faced the disaster. But the Manufacturers' Record believes that now—not a year hence—is the time to tell the story of the rebuilding of Baltimore.

This fire—the first of really great magnitude since the day of the steel office building and fireproof construction—is of worldwide interest from that side. There is not an engineer, a builder, an architect, a large property owner in Europe or America, or even the occupants of modern buildings, who will not, for months to come, carefully study every phase of construction work and of fire danger as developed in this conflagration. Here has been given, on an enormous scale, an object lesson for all the business interests of the world, and never was such a lesson more closely studied than will be this one. The foremost architects and contractors of the United States are already here, or soon will be, studying the problems raised by this fire.

It will be studied as no other fire in history, for every architect, every contractor, every steel maker, every business man is forced to study its lessons. In building construction, in fire insurance, in vault and safe work, and in every phase of the building of a city in the light of what this fire may reveal it will be the subject of universal investigation and discussion by the ablest experts in the world. But in addition to the problems which this fire has brought to the front relating to architectural and construction work, the world is studying its effect upon the business interests of Baltimore and upon the character of its people.

The time has come to begin to tell the story, to write the history of this fire and its effect upon the trade of the city and upon the people themselves, and how it will affect architectural and building interests everywhere. It is time to tell how, out of the fiery ordeal, men were developed into stronger and more vigorous characters, how

every latent energy hitherto unknown and undreamed of was quickened into life, how the community was fused into a homogeneous body, alert, energetic and full of unconquerable energy, how merchants and manufacturers, bankers and lawyers, had found new places of business while their old homes were still burning; how the great dry goods houses were loading the land and ocean wires with telegraphic orders for new goods long before the fire was under control; how one firm, whose place caught fire Sunday afternoon, had closed the purchase for another warehouse by 10 o'clock Monday morning, though one of the owners had to be reached in far away New Zealand; how one legal firm burnt out late Sunday night, had by Monday morning taken a year's lease on the entire assembly hall of the Young Men's Christian Association; how one large corporation, whose building did not take fire till 10 P. M., was early next morning moving into a fashionable residence, while the owner was at the same moment moving out to accommodate the situation.

These things are of historical value, for they indicate the inherent strength of the community, and thus of the country, under any great emergency. They can never be told so well as today when it is possible to test the accuracy of every statement, and it is due to the people of Baltimore that these facts should be widely published and that wherever her trade has extended the announcement should now go forth that her people have fully resumed business.

For these reasons the Manufacturers' Record begins to-day the first of a series of articles on "The Rebuilding of Baltimore," in the course of which it will cover all these points, and from week to week, so long as it may be deemed wise, it will tell the story of architectural plans and contracts for new buildings, of plans for meeting emergencies, and of how Baltimore may prove to be a lesson to the whole country, for no man and no city knows how soon such an unexpected and appalling disaster may have to be faced.

Out of the wreck and ruin will arise a greater city—a city thrilled with energy and with a realization of its own power, awakened to the fact that no task, however great, is beyond its accomplishment—a lesson which once fully learned is worth much to any community as well as to any individual.

William Polk & Co., representing at Alexandria, La., the Missouri Pacific Immigration Bureau, writes to the Manufacturers' Record as follows:

The renewal of our subscription to your valuable paper was a foregone conclusion, as a well-regulated business in the South can hardly get along without it. This firm desires to express its sympathy for your city and people, and trust that the near future will see the reestablishment of your business and buildings in greater prosperity and of a magnitude becoming to the

city of Baltimore. In regard to your journal we cannot say too much. No paper has ever been published, in our opinion, that has advanced as much as the Manufacturers' Record the interests of the South. Its able editorials, its progressiveness and its unprejudiced expositions of Southern opportunities have assisted the progressive element in reestablishing the South's prestige in financial circles.

### MISSISSIPPI RIVER BETTERMENT.

Mr. O. N. Killough, of Wynne, Ark., president of the St. Francis levee board and a member of the special committee of the Interstate Mississippi River Improvement and Levee Association convention, that recently pressed the matter of the improvement of the Mississippi river upon the attention of President Roosevelt and both houses of Congress, expresses himself as well satisfied with the results of the visit to Washington by the committee. Before the members started from their homes it was generally understood that it would be impossible to secure at this session of Congress legislation embodying the plans of the October convention at New Orleans. But, as Mr. Killough points out, it was desirable to get a good start with the committees of both houses of Congress to insure a clause in the next bill for rivers and harbors making the appropriation sought by everybody recognizing the national importance of maintaining safe navigation of the Mississippi and its tributaries and protecting the lands along the lower stretches of the river from disastrous overflows. The visiting committee found deep and friendly interest manifested by the President, Senators and Representatives, and especially by men connected in one way or another with railroad transportation. Senator Depew, for instance, is mentioned by Mr. Killough as being particularly eager for all the information that he could obtain about the work of levee building, and it was due to him that Congress decided to publish as a special document all the speeches made by members of the delegation, as well as the official report of the October convention issued originally as a special supplement of the Manufacturers' Record. Mr. Killough says:

We will win, and win in fine shape, at the next session of Congress. Our request has already been incorporated in the next rivers and harbors bill, and recommended for passage. This shows the influence of our trip, and is as much as we could reasonably expect. I am confident that we are now before the leading men of both branches of Congress in such a light that we will not have to fight in the future, as in the past; that we will only have to ask and back our request up with the work of our own Senators and Representatives, and maybe a few delegates from the levee conventions. Our whole delegation was on hand this time.

President Roosevelt showed a most friendly interest in the levee work, and asked for copies of all the addresses before the committees, assuring us that he was with us in our efforts. With all the influences behind the proposition, I feel very much encouraged. I believe that this is the entering wedge for us to get suffi-

cient money from time to time to complete and maintain a good system of levees.

The organization which in the convention at New Orleans wrought so effectively in stirring up the public consciousness of the country to the vital importance of the Mississippi problem may well be pleased with the prospect at Washington. But the friends of the project should not permit their own feelings of confidence to induce relaxation of persistent efforts on their part to bring it to accomplishment. The next session of Congress will be called upon to deal with many undertakings postponed just as the river and harbor bill has been postponed. A number of apparently conflicting interests will come to the front. In that is the opportunity for the advocates of Mississippi river improvement. Affecting as it does 82 per cent. of the population of the United States occupying 70 per cent. of its area, and appealing as strongly to Pittsburg as to New Orleans and to West Virginia as to Arkansas, the Mississippi proposition may, in the hands of wise statesmanship, be made the basis for one of the most practical and beneficial series of appropriation bills that Congress has ever produced.

#### CANNERIES AS SOURCES OF WEALTH.

With the expansion of truck growing in Texas, more attention than ever is being given to canneries there as a means of increasing the wealth of the State. Mr. William Doherty, assistant general passenger agent of the Houston East & West Texas Railway, who has observed the operations of such industries along the line of his road and is enthusiastic for them, asserts that a cannery or two at two places on the line would have saved the truck growers \$10,000 last year. Their fruit and vegetables were a little late and went to waste in the fields because there was no immediate market for them. A cannery could have taken them and put them in shape to be disposed of at leisure. Regarding the possibility of there being a market in Texas for Texas canned goods, he said:

We have a cannery at Garrison that sold twelve carloads last season; all they could put up, and they could have sold many more carloads at Lufkin, Nacogdoches and other points in the State if they had only had the goods. What earthly reason could any Texas merchant give for not accepting the home product? Why should we be obliged to buy canned corn from the State of Maine? If they can put it up and ship it to Texas at a profit, cannot we can it right on the ground and make a paying business of it? You wouldn't advocate sending pig iron and coal to Nebraska to have it made into steel rails, would you? It has always been conceded that the cheapest place to manufacture a thing was where the raw material grew, or was dug from the earth, and if this does not apply to canning fruit or vegetables, making pickles or sour kraut, I don't know what does. Why, they take Texas grown rice down to New Jersey and make it up into breakfast foods. Jersey justice is a byword, and that State can grind out more trusts than any State in the Union, but the line ought to be drawn and a halt called, when they begin to work up Texas rice into a food for invalids and epicures.

We ought to prepare rice in every conceivable way that it is palatable, have the mills and factories here, make the paper here from rice straw that the labels are printed on that go on the cans, make the tin cans for the preparation—in fact, manufacture everything except the raw tin. There is no reason on earth why we cannot do it, but the same applies to the canning industry. But the time will soon come when Texans will eat canned goods put up in their own State, and the Eastern chaps who are now making money in the business will have to move to Texas where the raw material is grown to do business.

Here is a splendid argument for the handling of raw material as near the source of production as possible. Its wisdom has already been recognized and applied with profit in Maryland and Virginia, and to a less extent in other Southern States, to the effect that the area of crops designed especially for the canneries has vastly widened and thousands of persons shifting from the fields to the canneries have steady employment instead of being somewhat at a loss for work between crop seasons. The principle of the assembling of energies upon which the successful cannery rests is being developed also in the movement of great packing houses into the southern territory, so that they may be close, not only to their live stock, to the cottonseed meal which is fed to live stock, and to the cottonseed oil which enters with their by-products into many articles of commerce, but also to the market for their main products bound to become greater with increasing population. The packers who have established great plants at Fort Worth are not stopping to inquire whether Texas will buy from them. They propose to sell to Texas. A like spirit should give Texas all the canneries it requires.

#### GROWTH OF GULF EXPORTS.

President Loree, of the Rock Island system of railroads, has directed particular attention to two of the great ports on the Gulf of Mexico by declaring it to be the purpose of his company to establish important terminals at both New Orleans and Galveston. Explanatory of this purpose he is quoted as saying that they are the two best ports on the Gulf and that every line of importance operating in the Middle West must seek admission to them sooner or later; that the great grain products of the Western States must find an outlet through these two ports, and that the railroads which reach these outlets are the ones with the greatest futures before them.

The soundness of Mr. Loree's judgment regarding the trend of business through southern ports is confirmed by the fact that next after New York, New Orleans and Galveston have risen to the position of being our principal export cities on the waters to the east of our continent. Considering the map of our country and its topography it is not surprising that the Gulf ports are making such tremendous advances in their export business. New Orleans and Galveston, as compared with New York, are closer to the great grain fields of the northwest by from 200 to 300 miles in an air line, and when it is reflected that the railroads running to the Gulf ports enjoy easy grades, some of them having water level routes, it is easy to understand the inducements offered to insure the movement of freight that way, while shipments east would have to cross the great mountain ranges lying between the Mississippi and the Atlantic. Topographical as well as geographical conditions favor the routes to the Gulf ports.

Who can doubt, therefore, that the next decade will witness a still greater increase for Southern ports. Several railroads beside the Rock Island are building on to New Orleans, and there are also one or two other lines working to reach Galveston. But these are not the only Gulf ports to which the future extends great promise; Pensacola and Mobile have greatly increased their commerce within the past ten years, their percentages of gain in ex-

ports being greater in the case of either than New Orleans and Galveston, although the volume of them is naturally much less. But both of these cities expect soon to have the advantages of additional railroad connections, Pensacola through the newly projected Memphis and Gulf Railroad, and Mobile by way of the Mobile, Jackson & Kansas City Railroad, which is now being built northward through Mississippi as rapidly as conditions will permit. Gulfport, Miss., is also forging into prominence as an export gateway, and Port Arthur, the southern terminus of the Kansas City Southern Railroad, is another place for which a great future is predicted. Yet the development and expansion of the iron industries of Alabama and Tennessee will probably have a greater influence upon the export business of Mobile and Pensacola than upon that of other Gulf cities. As those industries grow, their exports of manufactured products will naturally seek the nearest ports to which adequate facilities are offered and the railroads, extending from these industrial centers, are improving their Gulf lines every year, no doubt with the view of preparing for the growth of traffic upon them which the transportation companies realize is sure to come.

#### TO ATTRACT INVESTORS.

The approval by the Mississippi railroad commission of plans and specifications for a new union depot at Meridian, Miss., has started a movement for the improvement of the streets in that vicinity. The Evening Star of Meridian urges citizens to co-operate with the railroad companies in making the surroundings of the depot and the approaches to it as attractive as possible, so as to impress prospective investors and home-seekers with the importance of the city as a railroad, trade and manufacturing center, and as a community determined to keep abreast with the demands of modern progress. The Star would go still further and would have bonds issued, not only to pay for the improvements about the depot, but also for repaving with vitrified brick some of the streets already laid with inferior material. The spirit shown here is typical of that belonging to many a wideawake Southern city. In many quarters such municipal undertakings are under way or are being seriously contemplated, and the amount of free money now in the South in consequence of the excellent prices obtained for the cotton crop, which have stimulated activities in many directions, gives the cities and towns of that section the opportunity of many years to place themselves in first-class condition to take advantage to their own betterment of the rapidly increasing movement of men and money in their direction.

#### WILL STAY IN BALTIMORE.

It is stated that certain organized trade interests of other cities are making efforts to encourage one class of Baltimore manufacturers to leave the city visited by fire and to settle elsewhere. The argument advanced is that trade conditions in the country have changed and that other cities are well situated to take advantage of them in all sections. Without condemning the elements which would hold out such hopes it may be stated that very few manufacturing industries of Baltimore have any reason because of the fire to move from this

city. The simple fact is that the fire hardly touched the industrial establishments of Baltimore, with the exception of some clothing firms, cigar factories, etc. Those that were injured have built up their own markets from Baltimore and are satisfied that they must expand rather than diminish. They knew the special opportunities presented by Baltimore when they started here and they have every evidence in the spirit dominating the people of the city that the fire will make the opportunity for a greater trade centering here.

#### BIRMINGHAM.

In his annual message, Mayor W. M. Drennen, of Birmingham, makes a gratifying exhibit of the progress of that city during the year in municipal improvements, for which \$139,344 were spent. They included the placing of nearly nine miles of granite curbing, 43,993 square yards of cement sidewalk paving, 15,503 square yards of brick and concrete gutters, and three miles of storm water and sanitary sewers, and do not include the paving of two avenues for three blocks with bituminous macadam, for which contracts have been let. In addition, the city has secured, at a cost of \$11,000, nine lots of ground which are to be converted into public parks. For many years the city administrations have endeavored to remove the cause of complaints about the quality of water furnished the city. That end will be reached, according to Mayor Drennen, by the completion during the next month of two filtration plants now being constructed under the inspection of the City Engineer by the water works company at a cost of about \$300,000. Additions have been made to the school facilities, a magnificent city hall has been built and it is not surprising that following such exertions by the municipality to do all within its power to make the city attractive, its population has kept pace with public improvements, and has added, through private enterprises, many modern business houses and handsome churches, hospitals and homes.

#### PAPER FROM BAGASSE.

The positive statements made at the meeting last week, in New York, of the American Newspaper Publishers' Association, that a famine in white paper is threatened ought to spur the endeavors which are being made in different parts of the South to develop plans for the utilization of substitutes for wood pulp in paper manufacturing.

At the last meeting of the Louisiana Sugar Planters' Association, Dr. C. A. Brown, Jr., alluding to the loss of about 25 per cent. of the weight of bagasse in existing methods of paper manufacture through the washing out of the pith proper, said that a process has been devised whereby all the pith could be saved and made into paper worth from \$250 to \$300 a ton. If this be so it would be better to utilize the bagasse to that end instead of using it as a fuel for the sugar plants. Perhaps bagasse is to become one of the solutions of the pressing paper problem.

#### THE PANAMA CANAL.

The action of the Senate in ratifying the treaty with Panama commits the country to the construction of the canal across the isthmus. This being the case the construction of the waterway should be pressed with all possible speed.

## Manufacturers' Record's Record Achievement.

[New York Commercial, February 19.]

Typical of the shifts to which leading interests of Baltimore resorted to avoid any break in the continuity of their tasks and the celerity with which they met the situation was the work done by the Manufacturers' Record of that city in publishing its last week's issue. It was more fortunate than many others in that its editorial rooms and business offices escaped. The building in which it occupied two full floors as its editorial department was swept by the storm of brands from the fire, but escaped because of its ironclad shutters on the fire side and the persistent efforts of a bucket brigade on the roof during more than 12 hours. The well-equipped printing house where its mechanical work has been done for twenty-odd years, and which had developed to meet the needs of such a paper, was destroyed with its complete and up-to-date plant, together with much matter in type and with manuscript for the issue of February 11. Sixty-odd other printing establishments were burned, and, realizing that the city contained no plant adequate to its emergency, the management of the Manufacturers' Record was at work early Monday morning seeking to arrange for the printing of its weekly issue in some other city.

Unlike a daily newspaper, the printing of the Manufacturers' Record requires an enormous amount of display type, for it carries the advertisements of nearly a thousand of the leading manufacturers, bankers and other business houses throughout the entire country, most of them illustrated with cuts of special machinery. The cuts for these advertisements, the plates of its cover pages, and electrotypes of vignettes, running headlines and other paraphernalia destroyed in the fire involved practically the immediate construction of a complete typographical outfit, the securing of paper stock and the duplication of a special color of cover paper and the initiation of strangers into the characteristics of the make-up of the paper. The printers, though accustomed to the hustling ways of the Record staff, said that it was absolutely impossible to print the regular paper, and that one issue must be skipped or else only a small paper be published; but, despite these statements, three men were immediately hurried to Philadelphia with instructions to make contracts without regard to expense to bring the paper out on time. When Philadelphia printers wanted a few hours to figure on it and to estimate the cost, they were told that they must give an immediate answer as to whether they would undertake it, and they could figure on the cost later on. Monday evening the contract was made, but, as advertising cuts could not be duplicated at once, photo-engraving came to the rescue as a reproducer, and furnished the means for plates of the full advertising pages as they stood before the week of the fire, while providing an increase of over 31 per cent.

sion for uniformity in displaying the new advertisements was made. The printing house furnished excellent substitutes for the head-lines and other permanent features, while sub-contracts were let to other establishments to do the type-setting.

In the meantime, the editorial force of the paper was on a hustle in the home offices providing that none of the regular features should be lacking in spite of the fact that three days' work had gone for naught, the bulk of copy for that issue having been burned. Moreover, work on the issue had to be hastened because of the hundred miles which separated the editorial offices from the temporary printing headquarters. But the difficulties were overcome, and, with all the copy in hand, a representative each from the editorial, business and mechanical departments practically camped in the Philadelphia printing house for two days. Their work for that week was done by Thursday, and their places in the city were taken by the mailing department in order to expedite the landing of the weekly issue in the post office at Philadelphia, the post office authorities at Washington having seconded the enterprise of the paper by providing that for the time being it could be distributed directly through the Philadelphia post office.

Consequently, the readers of the Record received it as usual only one day late, hardly knowing that it had not been produced in Baltimore, for—except in the case of a specially trained eye—no one was able to see any change in its appearance.

While its old building was still burning, the Record Printing House secured temporary quarters in Baltimore for a new plant, including linotypes, presses, etc., all of which were ordered by wire. Meanwhile, for a few weeks, until this can be installed, the Manufacturers' Record will continue to repeat weekly its experience of February 11.

The alertness of the Manufacturers' Record in publishing on two days' notice a hundred-page paper, with nearly a thousand advertisements and not a single feature or department of the paper missing or curtailed, has probably never been equaled by any other industrial publication; but the managers say that this is only a type of the spirit that pervades the whole city, and that in nearly every other branch of industry the people of Baltimore met the situation with the same energy.

This fact tells the whole story of why the new Baltimore will arise from the ashes of the old more rapidly than any other city was ever rebuilt.

### Southern Bank Clearings.

An illustration of the increasing activity of business throughout the South, as compared with last year and with the rest of the country, is given in the bank clearings, which for the week ending February 13, as reported by the Commercial and Financial Chronicle, were as follows:

	Per cent.
New England States.....	Decrease, 10.8
Middle Western States....	" 3.5
Pacific Coast States.....	" 4.2
Other Western States.....	" 2.5
<b>Southern States.....</b>	<b>Increase, 31.4</b>

These figures show a decrease in the bank clearings for the week in every section except the South in which there was

## Southern Prosperity and the Cotton Crop.

The value of the past season's cotton crop, about \$650,000,000, as compared with the value, \$325,000,000, of the crop of the season of 1898-99, added to the large grain crop in the South, has placed that section in better financial shape than ever before. It now has agricultural prosperity in connection with flourishing industrial interests. In order to reflect accurately the actual situation in the South, the Manufacturers' Record wrote, on February 8, letters to a number of leading bankers in the cotton States, asking for their views:

(1) On the general Southern business situation, present and prospective.

(2) On the improvement in agricultural conditions as tending to place the farming interests of the South on a solid basis for general prosperity, lessening their dependence upon crop liens in making the coming crops, and resulting in a decrease of farmers' indebtedness on personal credit and mortgages.

(3) On the probability of increased prosperity resulting in greater activity in building operations, in general trade, in municipal improvements and in more local investments in manufacturing enterprises.

Most prompt and gratifying responses have been made. Their general tenor is of a decidedly positive character. There is agreement in the opinion that finances in the South are upon a most healthy and substantial basis, that the farmers have enjoyed the benefits of the high prices of cotton, and in many cases, having learned wisdom by the experience of hard times, will look to the raising of home foodstuffs, and will avoid dependence upon borrowed money, secured in one way or another, in raising the coming season's cotton, and that the activity among the banks and in mercantile lines is mirrored in plans for the betterment of municipal properties and the improvement of streets, schools, country roads, etc. Investments in manufacturing enterprises are also increasing, taking the form often of addition to existing facilities, though many new enterprises are under way. Thousands of farmers have liquidated their indebtedness and have surplus cash upon which to operate during the coming year. The banks are doing excellent business in spite of sharp competition, jobbers' collections are better than for many years past, and tremendous energies are exerted in building operations. Particulars of these satisfactory manifestations are presented in the following letters:

### The Fruition of Hopes Maintained Even in Adversity.

W. S. Blakeney, president the Bank of Union, Monroe, N. C.: Taken as a whole, I believe the business conditions in the South were never better. The Manufacturers' Record has always been hopeful in tone and sanguine as to the future of the South—this even in days of comparative adversity. Now it has abundant cause for rejoicing in the fruition of its hopes and the fulfillment of its predictions. Prosperity in the South is no longer a matter of conjecture or prophecy. It is an existing condition which we may see and feel on every side; and one would be very pessimistic indeed to be dissatisfied with the present financial status as compared with other times in our recent history. The immediate cause of this condition, more than anything

else, lies in the high price for cotton received by the producer and the immense gains made by the holder of spots. These prices have not been reached, as some contend, by mere speculative manipulation and fictitious enhancement, but are really the result of reduced yields and greater consumption. In other words, it is the old law of supply and demand of our staple products that has made the South so many millions richer. This condition has apparently come suddenly, but there are more remote causes that should be taken into consideration. Five or six years ago it cost more on an average to raise cotton than it was worth on the market. That was a dire situation which the farmers were compelled to meet by raising more diversified crops and by the practice of the strictest kind of economy in all their methods. That experience had its uses, and that policy, along with other causes needless now to discuss, brought on the present era of prosperity. That was an experience which the farmers would do well to remember; and it undoubtedly taught a great lesson in proving that a small crop of cotton is worth more than a large one. Whether that lesson will now be practically appropriated and acted upon is another question, but it seems not likely. But, however that may be, the per capita circulation of money has largely been increased in the South here lately, and that is much cause for congratulation. The farmer is in the saddle for the time being at least, and he should be wise enough to stay there. He has more money in the bank than he ever had before, and the more general adoption of this business method has a tendency to make him more ambitious to succeed than ever before. A few years ago he was compelled to buy on time at ruinous prices, and he was deprived of the benefit of competition under the lien law, but now he can defy the lien law and buy goods when and where he can make the best trades. The great majority now have the cash for their supplies, and the great majority of those who do not, can get it at reasonable rates. This prosperous condition is not confined to the farming class, but permeates nearly every vocation and branch of industry. Nearly all business in the South is so dependent and closely allied to the farming industry that prosperity in it quickens the pulsations and means more life to all other business. Certainly "an on-looker in Vienna," having tried both, would prefer the period of high prices and consequent business expansion to low prices and consequent business stagnation. The fact of the greatly increased volume of currency is also made apparent by the great rise in the value of real estate and the phenomenal increase in building operations. The banks in this section are doing remarkably well, notwithstanding the now constant and sharp competition. This town, for instance, has more than doubled its banking capital in about 12 months, and there is no safer criterion than that by which to judge a local situation financially. There is no special cause for it except high prices of the farmers' products. The volume of currency now in circulation in the Piedmont will be greatly increased if present prices are maintained another 12 months. And if present prices are maintained, new enterprises will be constantly inaugurated and the South will soon become the richest section of the globe, as well as the best.

### The South Just in the Bloom of Its Development.

Geo. Bell Timmerman, vice-president the Home Bank, Lexington, S. C.: The present status of business in the South is very encouraging, and is likely to continue so. The resources of the South have been latent for years. She is just now recovering from the terrific blow dealt by the war between the States. Her cotton manufactories, and other industries, too, for that matter, are increasing, despite the high prices of cotton; and their chances for success are good because they are located where the raw material is grown and easily obtained, which practically cuts off any successful outside competition. Any country with undeveloped resources has a bright future. The South's resources are just in the bloom of development. I could not say that the farming interests are on a solid basis in consequence of the improvement in agricultural conditions, but I think they are in a decidedly better financial condition to-day than they have been in years. In this section of this State real estate values have advanced, and especially is this true with reference to this particular community. This I take to be a healthful sign, since there are an increased number of transfers of real estate, notwithstanding the advance in price. Undoubtedly a great number of farmers have been enabled to discharge, or at least to decrease, long-standing mortgage debts. From a local standpoint, building has been more active in this community than in years, and a number of enterprises have been successfully launched, and there are others yet in process of formation. The trade outlook is good, and the town officials seem to be giving more attention to municipal improvement than heretofore. Everything considered, I feel safe in saying that business, so far as my observation extends, is on an upward grade.

### Farmers Have Surplus Cash Upon Which to Raise Crops.

B. H. Kuhl, president the State Bank of Texarkana, Texarkana, Ark.: The business conditions throughout our section of the country are more favorable at this season of the year than they have been for several years past. On account of the increased price paid for cotton, our farming class have practically liquidated their indebtedness and have some surplus money upon which to raise the forthcoming crop. Country merchants report better collections than for the past five years. The increase of prosperity due to the large amount of money in circulation will make the spring trade a great deal better, and in our town improvements are going on in every direction. While we have no boom, this improvement is steady, and parties are coming in every day and investing in lands, both wild and improved, and we look for a vast increase in our agricultural products for this section during the next few years.

### Investments in Manufacturing.

A. P. Dyke, industrial and immigration agent for St. Louis, Iron Mountain & Southern Railway, Hope, Ark.: Captain J. T. West, the president of the Bank of Hope, handed me your attached letter for reply, and I will say that, from general observation all along and what I can learn of this part of the South, I can say that this part of the South is, in my opinion, in better shape than formerly, on account of increased agriculture, horticulture and general industrial interests. Farmers' dependence upon crop liens has been lessened, and has resulted in a decrease of farmers' indebtedness on personal credit and mortgages. I can see

the general investments of local money over this part of the country in manufacturing enterprises, etc. It seems to me that you have the whole thing figured out pretty fine and know exactly what you are talking about, and while I am now speaking only for this immediate portion of the South, the State of Arkansas, yet I believe that from general reading I have learned that the South in general is increasing in the various lines you mentioned, and is prospering.

### Jobbers' Collections Better Than for Years.

N. P. Lesueur, cashier the American National Bank, Nashville, Tenn.: We have reason to believe that the South is in better condition now than it has been for many years past. The high price paid for cotton has put the cotton raisers in fine condition. The jobbers in this city think that their collections are better than they have been for years, and they are selling more goods by nearly 100 per cent. in the South than they did this time last year, and we feel that the prospects are very bright for the future.

### Agricultural Prosperity Responsible for Favorable Conditions.

Robert J. Lowry, Atlanta, Ga.: The general business situation of the South will average about like it does in the State of Georgia. People are very hopeful, and the business situation very favorable. The banks have larger deposits than they have had for years, and the outlook for the present is certainly very attractive. The agricultural interests of the South are the underlying or foundation of all values. When planting interests are successful, general prosperity follows; to the contrary, close times exist. These interests in the South have improved so greatly, and added more generally to the prosperity than any other factor, in placing the whole country on a solid, substantial basis. There are fewer crop liens than ever before, and less general indebtedness. In fact, I regard the planting interests as the foremost interests of this country, and especially of this section. It has been proven that planting can be made profitable, as lands have advanced, still they can be had at reasonable prices, and industrious, pushing men can make good money out of them. The increase in the prosperity of this country has brought about, in turn, increase in building operations, both in cities and towns and rural districts. Locally there has never been, in the history of Atlanta, the same amount of building as there is now, and this, we think, will be shared by all portions of the State. Municipal improvements in the way of electric lights, water works and schools, are increasing in all directions, and planters and others who were willing a few years ago to live in houses without any comforts, now require all modern conveniences, such as water, gas, electric lights, musical instruments, and, in fact, everything that money and culture will bring them. This applies to people in all walks of life, of course; however, it is in proportion to their means that these comforts are indulged in. Comparing the price of cotton in 1898—\$20 to \$25 per bale—with the average price received by the planter this year—not less than \$65 per bale on an average—cottonseed bringing \$4 to \$6 per ton more than it did a year ago, I think you can set it down that the South will realize for her cotton crop and by-products, not counting the large number of bales manufactured into cloth and yarns, at least \$700,000,000. It is not only cotton that we realize upon now, but every manufacturing interest that can be thought of is at present in the South, and these are being increased almost

daily, giving employment to all kinds of labor. Many of these industries are carried on by families. The South has been very free from strikes, and this fact commends it to those seeking new homes, and in traveling over this great country of ours, looking at the many opportunities in Georgia and other States for successful manufacturing of all descriptions, I do not know of a better place for industrious people to locate. Our schools are on a good basis, our people law-abiding, and the right hand of fellowship is extended to every one who locates among us, with or without money, who shows a disposition to work and help build up this part of our great republic.

### Farming Interests Upon a Solid Basis.

J. W. Cabaniss, president the Exchange Bank of Macon, Macon, Ga.: We think that the general business situation in our immediate section is on a very healthy basis, and is in a better condition than it has been for some time. The improvement in agricultural conditions has put the farming interests of the South on a very solid basis. The farmers seem to be in a very good condition, and I think they have made money this year. I do not know that it has resulted in any decrease of the farmers' indebtedness on personal credit or mortgages, as they are buying very largely this year of mules and a great many adding to their possessions of land, all of which is requiring a good deal of money for them. The increase in prosperity has already resulted in more activity in building operations and in general trade, as well as in municipal improvements.

### High Prices for Cotton Obtained by Farmers.

Roswell H. Drake, president the City National Bank, Griffin, Ga.: The general business condition in the immediate section with which I am best acquainted shows a gradual improvement over the previous year, and the feeling is decidedly hopeful for continued prosperity. Owing to the lateness of the current cotton crop, the small farmer had some cotton left for sale when the price rose to the recent high price of 16 cents in our local market, and happily the small holder realized on his holdings. The only present holders are those who can afford to continue holding indefinitely. While collections were later than usual, I never knew so few requests for extension of loans nor so light a demand for money in January. Locally I feel sure the additional funds received from the crop and consequent collections will be used to decrease indebtedness already incurred in the erection of manufacturing plants, rather than for building new ones. The result to the farmer is hard to foretell so early. Fertilizers are being bought in great quantity, and mules are also in great demand. These two facts would indicate an increase in cotton acreage. The labor is not, however, obtainable to work any greater area than during the past year, and should a greater area be planted, I fear it would be later neglected, thereby causing a loss of the first labor of planting and the value of the fertilizer used. Much of this possible loss will depend upon the character of the weather through the spring. The grain crop of 1903 was very satisfactory, and the prospect for the 1904 yield of small grain is very flattering. Altogether, the prospect for 1904 is encouraging and the feeling hopeful.

### Prospects Brighter Than for 50 Years.

C. E. Frost, cashier First National Bank, Athens, Ala.: To my mind the future looks brighter for the South than at

any time in 50 years, if we can get the Democratic "hot air" shut off on the "Panama" question in the United States Senate and let the canal be built. The tide of immigration will start south and an era of prosperity will set in for the South the like of which we have never known. This, coupled with 12½-cent cotton, will in a very few years make ours the most prosperous, happy, contented and the richest country on earth. Our people are nearly all out of debt, and go to work on this crop with a vim that they have not displayed during my lifetime.

### Municipal Improvements in Contemplation.

Munroe & Chambliss, bankers, Ocala, Fla.: We think the general Southern business situation is very favorable and the prospects excellent. The farmers are in better condition here than at any time for years. Their resources are more diverse than in 1894 and prior thereto, when the orange crop was the staple. Crop liens are now rare. The number of farmers who can come to the bank and borrow on personal security is increasing year by year. Farm mortgages have been very much decreased. The increased prosperity will result in considerable building in this city during the coming year, in general trade and municipal improvements. We are contemplating the issue of bonds for general city improvements, the enlargement of the electric lighting plant and the putting in of a sewerage system.

### Successful Men Investing at Home.

The Farmers Bank, Uniontown, Ala.: The prosperity of the South in agriculture has put the farming interests on a solid basis. During the period in which cotton sold for three and four cents per pound the farmers in this section generally necessarily had to become very heavily involved in debt; but with the increase in the price of King Cotton, home consumption having its effect on same, and a better supply of home-raised corn, and the outlook for high cotton next fall, we believe the South will enjoy a prosperity unequalled in its history. Such prosperity will naturally result in active building operations. The successful business man of the South is seeking the best investments for his capital at home, and it will not be long until every little town in this great South will have oil mills and cotton factories sufficient to consume a greater share of the product which has in years gone by been manufactured abroad or in the North and East. This Southern country of ours is young—many times younger than our North—for after the civil war the South had to begin at the very bottom again, the ravages of war having left little capital with which to develop the natural resources; but the time is now here when we can see by casting a backward glance at what has been, and judge what might have been and what will be the wealth of the best agricultural country on the face of the earth.

### Expect to Take Fewer Mortgages on Crops.

J. F. O'Neal & Co., Henderson, Tenn.: The business outlook is good. At no time past have the prospects been as good as at present. The farming interests have been steadily improving, especially in the past few years. The present high and prospective good prices on cotton and grain give the farmers enthusiasm to pay more attention to their farms. They are bringing into cultivation land lying out for some time past, and improving same. We expect to take fewer mortgages on crops this year than for some time past. Personal credit is

improving. We see no reason why farming, building and municipal improvement should, under these conditions, be retarded, but rather expect them to increase.

#### Satisfaction in Financial Circles.

E. K. Farmer, cashier the First National Bank, Fitzgerald, Ga.: I take pride in advising you that there is a universal feeling of satisfaction among Southern financial interests over the progress that has been made in this section during the last few years. Generally speaking, the outlook now, industrially, has never been so bright. The wealth of this section is increasing at a generous ratio, and it cannot be denied that the financial independence of the South is taking root and is becoming more soundly established each year. I have been profoundly impressed with the fact that the demand from our section this year for assistance in moving the cotton crop was smaller than ever before, notwithstanding the unusual high price of the staple; and, by the way, the crop of this season means to the South many millions of profit. Industrial progress can be noted without scrutiny, and altogether it cannot be gainsaid that the South is now in the midst of an era of prosperity which promises wonderful development for a section with infinite resources.

#### Increased Activity Along All Business Lines.

W. H. Timmerman, Batesburg, S. C.: There is a hopefulness among our people which inspires to increased activity along all business lines, which will doubtless be kept up until some depressing circumstances arise. The Southern people are impulsive in their nature for most part, and therefore easily enthused and easily depressed. We would not venture to express an opinion as to what may be in prospect, lest we fail to make a true diagnosis. The high price of cotton has enhanced the value of lands and mules and horses, so it has produced a desire on the part of some to increase their acres of ownership and to induce them to purchase lands at the present increased valuation on time. When payday comes it may not be so easy to meet their obligations, and thus disappoint them in their expectations. As to the lessening of crop liens, we would say with small holders of lands and lessees of lands it has not decreased the liens for making crops. In most instances liens for larger sums have been asked for, owing to the increased prices of commercial fertilizers, mules and plantation materials. Now, as to the last part of this query, we would answer that it had, except in cases above stated. These opinions are applicable to this section of country, and are not intended to apply to the whole State. We are not so well prepared to speak as to your last inquiry. In a general way we would answer yes, to a limited extent. As an evidence of this view, there is in immediate prospect the erection of a commodious tourist hotel in this vicinity.

#### Indebtedness of Farmers Should be Greatly Reduced.

G. Gunby Jordan, president Third National Bank, Columbus, Ga.: The great increase in the value of the South's cotton crop, added to the splendid grain crops which it produced the past year, should and will put this section in better financial shape than it has been in years. In other words, we expect to see the best effects from all this next fall, as the crop of 1904 will be produced without having to call on the West for such large supplies of grain and forage. The general Southern situation at present is very

strong, and prospectively, with an average crop for this year, it should be marvelously good. The improvement in agricultural conditions has placed the farmers on a more solid basis than I have seen them in many years. It has enabled many of them to make the next crop without calling on their factors for help, and should decrease the indebtedness of the agricultural classes very much. This is evidenced by the increased deposits in the banks throughout the South, and especially the growth in the savings banks wherever these institutions have been organized. This increased prosperity should naturally result in more activity and better homes, in general trade, in improvement in every class of business, leaving a surplus to invest in good securities and manufacturing and industrial enterprises. There has been only one dark cloud on the whole horizon, and that is the tendency of many of the Southern people to engage in gambling in futures. Some of them made money out of the phenomenal rise in cotton contracts, only to lose it when the crash came—which was inevitable, as that is a part of the game. But this, of course, is a very small percentage of our people. Most of them have wisely learned better years ago. In this immediate locality the mills are well supplied with cotton, all are running on full time, and the prospects generally are good.

#### Taught Economy by Hard Times.

A. C. Tompkins, president the Farmers National Bank of Hempstead, Hempstead, Texas: Hempstead is a small interior town, less than 2000 inhabitants, and is situate in the center of the "Boll Weevil," the great enemy of cotton raisers and producers. Our manufacturing interests are but few and on a very small scale, though there is room for great development and success. The good price realized for the cotton crop of 1903-4 has been a godsend to our farmers, enabling nearly all of them to pay their debts. The short crops for three seasons, and low prices heretofore, had placed many of them in debt, and compelled them to borrow money to enable them to make a crop; but a better state of affairs now exists. My opinion is that five out of every six farmers are now out of debt, and at least half of them have money on hand sufficient to make next crop. All our cotton has been gathered and marketed. Farmers are stirring with more energy than usual, and with improved imported seed, early planting, diligent work and increase in acreage, a big crop is expected next season. The three years of hard times just passed have been of great benefit to many of our farmers, because it forced them to economize and save their earnings. I do not look for any great prosperity or business undertakings this year, because farmers need for home use their surplus funds. The fact is, we need that some of your Eastern manufacturers should come here and establish enterprises and encourage and induce our people who have money to spare or invest to embark with them in their business enterprises. We are in the heart of the finest vegetable-producing district in the country, yet we have no enterprise to utilize the surplus crop, to can and preserve the product. We raise and market a great deal of cotton, yet we have no factory to put it into a manufactured article. Our cow and steer and ox hides are numerous and of great value, yet we have no tanneries or shoe factories. Our people need leaders in the establishment of these enterprises—somebody to "start the ball rolling." That they will invest I have no doubt. Our county and city

governments are active, and are making good roads, good streets, good bridges and good transportation facilities, to the great benefit of the public generally. The discovery within the past three years that rice can be successfully and profitably raised in Southern Texas, has caused many thousands of acres of our heretofore (thought to be) worthless lands to be utilized and made a source of great profit. Rice raising is a success in Southeast Texas. Cattle are successfully raised here, milk and butter to throw away, yet we have but few creameries in the country. To all of these enterprises our people will subscribe, take stock, invest; but leaders and promoters are needed.

#### Deposits in Bank Doubled in Two Years.

A. W. McLean, president Bank of Lumberton, Lumberton, N. C.: The general business situation in this section of the South at present is more favorable than it has been at any time since the civil war. The present conditions indicate that our industrial prosperity has only begun, and that the future has great things in store for us. The farming interests in this particular section of the South, and, in my opinion, all over the South, are on a better and safer basis than they have been in half a century. The farmers in this section are comparatively out of debt, and the dependence upon crop liens and mortgages to make the coming crop will be confined almost entirely to the negroes and the less thrifty class of white farmers. The deposits in our bank have doubled during the last two years, and this is true of many other financial institutions in this section. There is great activity in building operations and in municipal improvements, and all classes who have money to spare are looking for local investments in manufacturing enterprises. This immediate section, being situated in both the cotton and tobacco belts, is singularly favored, and the high price of cotton will increase the general prosperity. The negro having been practically eliminated from politics, and the main cause for race prejudice having been removed, our people are paying less attention to their prejudices and sentiments and are looking more closely to their business interests. I beg to add that all of our people now feel a great sympathy for the terrible loss sustained by the city of Baltimore.

#### Greater Supply of Home-Raised Food Crops.

L. G. Council, president the Planters Bank of Americus, Americus, Ga.: The general Southern business situation is now better than I have ever known it to be before, and the future presents brighter prospects than now exist. The farmers owe less and have more hay, oats and corn than heretofore, and for this reason they are in a better position to make a crop, with less indebtedness than in the past. The real prosperity in this section and throughout the cotton belt will necessarily lead to great progress in municipal improvements and in local investments in manufacturing enterprises. I am sure this will be true in Southwest Georgia.

#### Texas Conditions Better Than for Years.

Royal A. Ferris, president the National Exchange Bank, Dallas, Texas: Conditions in our State are better than they have been for years. We made a very fair wheat crop, a good corn and cotton crop, and have received good prices for same, which makes money more plentiful in Texas than it ever has been at this season of the year, and the farmers feel

encouraged to make greater efforts in making a crop for the ensuing year than ever before. In North Texas they have greatly decreased their indebtedness, both personal and mortgages. The results of this crop should encourage building operations and investments in manufacturing enterprises. What Texas needs is more factories, and especial attention of outside investors should be directed to this field, as our factories are all very prosperous.

#### Increasing the Average.

Maurice Moses, president Merchants and Planters Bank, Natchez, Miss.: The present and prospective outlook I consider very good, owing to an assured good price for cotton. The desire to increase their acreage may involve farmers again. Our timber interest is in demand, and being widely developed.

#### In An Agricultural State.

M. B. Loyd, the First National Bank, Fort Worth, Texas: Texas, like every other State in the Southland, is prosperous in every way. We are an agricultural people for the present. Of course prosperity here, as elsewhere, stimulates every industry, but this will not be a manufacturing country until our population justifies the change.

#### Farmers Not Inclined to Sell.

H. Flood Madison, president the Bastrop State Bank, Bastrop, La.: The general situation in this section of Louisiana was never better within my experience and observation—in fact, was never so good—and prospective business is very encouraging and very flattering, so much so that the tendency is rather too much toward speculation in all lines of business. Timbered lands that were selling a few years ago at from 25 to 50 cents per acre are now selling anywhere from \$3.50 to \$10 per acre, according to quantity, quality and location. Improved agricultural lands, cotton lands, have increased from 50 to 100 per cent. in value, and there is a general disposition among the farmers and planters not to sell at any price, as there is an abundance of money to be made at present or even lower crop values. The general improvement in agriculture and in other lines has placed the farming interests on a very solid basis, and has enabled a great many planters to obtain the necessary advances for operating their business without being required to secure same by crop lien or mortgage; in fact, a great many of the more successful planters have sufficient funds in hand out of last season's crop to practically or entirely finance the current year's operations. The general indebtedness of the farmers has been very materially decreased during the last two or three years, and old mortgages that have been running for a number of years have been mostly paid off and the record cleared up and the business placed on a new, live and active basis. This increase of prosperity has resulted in great activity in the way of building up the farms—that is, in erecting new and first-class tenant houses, better fences and other buildings; and this condition is general and very noticeable to any person traveling through the country. Besides, a great deal of land is being cleared and put into cultivation, and old places that have been lying waste for a number of years are being reclaimed and improved. The interest rate, as a consequence of these conditions, has decreased appreciably; still, on account of the enormous amounts being expended in improvements, clearing lands, etc., there is a fairly active demand for money, and opportunities for investment are very good. Besides, we

are having some immigration, which adds to the active demands for lands; still, sales are made on easy terms, and home-seekers have no difficulty in obtaining good property on a reasonable basis, all things considered, and on satisfactory terms; and the returns of money thus invested, both on the products of the land and its increase in value on account of being improved, are very flattering.

#### General Business Situation Exceedingly Good.

Z. T. Castleberry, president the First National Bank, Gainesville, Ga.: The general business situation in the South present and prospective is exceedingly good. The improvements in the agricultural conditions and the price of cotton and other products of the South have put the farmers on a solid basis for general prosperity. They are practically out of debt in this section of the country; own their farms; have good stock and are indebted very little. We are of the opinion that the increase of prosperity will result in more activity in building operations generally and municipal improvements and more local investments in manufacturing enterprises. The prospect for the future of the South has never been as bright as at present.

#### Farmers Selling Corn and Hay Instead of Buying.

R. E. Pettus, Huntsville, Ala.: Huntsville is still forging ahead in a commercial, industrial and agricultural way. We have five wholesale grocers doing a large and increasing business, covering a fine territory; three wholesale hardware stores and two wholesale dry goods stores. A few years ago this condition of affairs would have been impossible, for the people were not here and the money was not in circulation here. Our merchants were dependent upon the cotton crop, which brought in money once a year. Now with pay-days every Saturday by some of the manufacturing enterprises, they do as much business in mid-summer as they did then in mid-winter. Our ten large cotton mills already here, together with other foundries and factories, is a striking contrast between the old and the new South. Our farmers in this section were never in a more prosperous condition. Their barns are fuller, houses are finer, and premises better kept; they have better stock and vehicles and more money in their pockets. In addition to realizing fancy prices for their cotton, they have raised more and finer hay and corn than was ever known, and this year, instead of buying they are selling both. Enjoying these blessings, they are looking more to the mental development of their children; hence better school-houses are going up, better teachers are employed for longer terms, and by means of our system of free turnpikes and rural mail-delivery service, a man living eight or ten miles in the country does not seem to be very far away. Our larger planters are cutting their farms up into smaller tracts, and are offering and selling them to Northern planters, who are attracted this way by our salubrious climate and low-priced land.

#### Affairs Conducted on a Cash Basis.

B. R. Mayer, president Lake Brick Co., Baton Rouge, La.: The South in general has felt in every artery of commerce the splendid improvement, consequent upon the rise in cotton values, which will redound to its future growth and prosperity. On account of the increased value of cotton, the lands that produce this staple have consequently been enhanced very much in value, and

where farm lands have been on the market for years, on account of low prices of cotton, have been withdrawn entirely from sale and owners are making desperate efforts to retain their property; local banks throughout the country assisting them by extending their mortgages and believing that in the near future they will be able to wipe out their mortgage debt, provided cotton can be sold for eight cents and over. The South has made a splendid crop this season, both in corn and hay. The farming utensils are all in first-class condition, mules in good shape, and the majority of planters beginning a new year with all debts paid and some money to start the new crop with. With low prices of meat and a favorable season, the South will march to the front ranks in prosperity. Foreign capital, on account of the rigid winters in the North and West, are seeking homes in our delightful climate, and with a magic touch of industry and wealth, this Southland will bloom like a garden. Manufacturing enterprises of every nature are springing up in all parts of our country, especially in the timber interest, and in the near future these manufacturing industries will find homes in the South that will increase their profits tenfold. On account of the activity of business in every one of our smaller towns, mer-

chants have increased their business and thereby increased taxation and revenues of municipalities. Those merchants and capitalists who have moneys on account of increased prosperity have bought real estate at the enhanced value, and in some cases have erected magnificent buildings thereon, which has also added to the revenues of the various cities. In consequence of this prosperity, all of our smaller towns are conducting their financial affairs on a cash basis, which naturally gives them a good standing in the commercial world, provided they wish to issue bonds for municipal improvement; these bonds are taken promptly and eagerly sought after various rates of interest from 4 to 6 per cent. The enormous increase in banking facilities all over the Southland is another evidence of this solid prosperity. The semi-annual and annual reports of this institute speak volumes for the magnificent conduct of their affairs. With all these streams of prosperity flowing into our mighty river, we will march on in a solid phalanx of prosperity to that great goal, the Isthmus canal, which will open its splendid doors to our commerce, increasing our population in our large cities and our commerce tenfold. The name and fame of "Dixie" and its prosperity will resound from the Atlantic to the Pacific.

but coal may be used to measure the production of a large majority of the manufactured commodities made from all other raw materials—the minority in this case being the product of plants using natural gas and water power.

Thus coal is entitled to the first consideration as a barometer of business, as a national necessity, as a source of wealth. Therefore, ways and means for the economical distribution of coal should be regarded as of highest importance from the point of view of those charged with the duty of promoting the public welfare.

During my stay of several days in Parkersburg, which may be considered as the main gateway to the heart of West Virginia, a lively public interest was being manifested in three separate undertakings for the purpose of providing better facilities for giving the general public, and especially the people of the Central West, the benefit of West Virginia's coal deposits. These were, first, the entry from the West into the heart of these coal fields of the Wabash Railway system; second, the plan to turn over existing improvements on the Little Kanawha, now owned by a private corporation, to the United States Government for the enlargement and extension of slack-water navigation up to the region underlain by "the Pittsburg seam;" and, third, the barge canal from the mouth of the Muskingum just above Parkersburg to Cleveland, Ohio.

These three propositions probably mean more to the people now living in West Virginia and to those who in the next few years will locate in that State, and to the people throughout the region served by the Wabash lines, and to those dwelling in the cities along the Great Lakes, than any other enterprises that could be made the subject of a necessarily brief article on the region under discussion.

The accompanying map shows the general scheme of the Wabash or Gould lines as developing factors in the Mountain State. In order to fully understand the wisdom of this plan for the occupation of these traffic-producing strongholds, there ought to be before the reader one of Prof. White's recent geological maps showing the exact boundaries of the several coal fields, especially the area underlain by the great Pittsburg seam which the Wabash line entering the State at Parkersburg will begin to traverse within a short distance beyond the present terminus of the Little Kanawha Railroad, which is now in operation and is a part of the Wabash system. It is to be extended to a connection with the West Virginia Central, which, as the public has been fully apprised, will supply West Virginia coal and other products to Eastern markets through the Wabash terminals at Baltimore. Between these eastern and western outlets, the Wabash system will have a direct northern line via Grafton and Fairmont on to Pittsburg.

The line from Parkersburg will be a distinctly low-grade road all the way through the district underlain with the Pittsburg seam, and I am told by Capt. Wm. M. Hall, United States Assistant Engineer, of Parkersburg, that nowhere in all the vast stretch of this famous seam does it show up in better form than in the district which this westward Wabash extension will develop.

In a talk I had with Mr. J. T. Blair, who, as president of the Little Kanawha Railroad Co. and the Zanesville, Marietta & Parkersburg and of the Burnsville & Eastern, is the representative of the Gould interest in this part of West Virginia, I was informed that work on

## West Virginia Resources and Their Development.

By THOMAS P. GRASTY.

[Written for the Manufacturers' Record.]

Much as has been said about West Virginia's enormous resources and their recent rapid development, a week spent among the centers of activity north of the Big Kanawha along the lines of the Baltimore & Ohio will bring the traveler to the conclusion that "the half has not been told." Indeed, it is surprising that so little publicity has been given through the press of the adjacent States to what is going on in this wonderful mountain State. This has been, perhaps, mainly due to the popular notion that people ought to know without being told what is going on right under their noses; for West Virginia is, in a sense, under the very nose of a population whose enterprising elements would naturally be expected to take the greatest interest in its resources and the opportunities which here everywhere abound, namely, that of the centers of capital on the seaboard and the centers of industry throughout what used to be called the Middle States.

West Virginia's geographical situation offers very nutritious food for thought to the industrial and the business brains of the world. A glance across the map, a glimpse at our industrial zones, will suffice to justify the belief that if a twentieth century commission of economic experts should be given the power to relocate or transplant the coal field which stretches through West Virginia, on into Eastern Kentucky, with a view solely to the welfare of the nation at large, the conclusion which such a commission would arrive at would be that the Creator had located this great fundamental resource in exactly the right place.

By means of transportation by rail and by water this coal is already available for the bunkers of transatlantic "liners" and American ships of war; for the factories of New England and the industries along the Great Lakes; as fuel for parts of the South, for the seaports of the South Atlantic and the Caribbean

Sea. But with the enormous annual increase in coal consumption, under the momentum of industrial development and increasing individual requirements in the way of comforts and luxuries in the production of which coal is the basic force, there will be need for much larger transportation facilities. In figuring out the coal consumption of the United States at the end of ten years at 500,000,000 tons, or about 12 times what it was in 1880, and twice as much as it was last year, a recognized statistician qualifies his estimate with this single proviso, "If railroad facilities can be provided rapidly enough to handle it." In view of the fact that the coal of the region constituting America's main source of supply has a water frontage all the way from Pittsburg to Pike county, Kentucky, on the Ohio, the Monongahela, the Big and Little Kanawha and the Big Sandy, together with an entirely feasible and comparatively inexpensive water-way probability in the projected barge canal from Cleveland to the mouth of the Muskingum just above Parkersburg, the statistician quoted might have taken water transportation into his calculation.

There was a time when the consumption of iron was looked upon as a business barometer and a proper measure of a country's industrial activity. While it is undeniable that iron constitutes a factor in modern industrial economy large enough to be very significant, nevertheless, the figure cut by coal is a better one to go by in sizing up the general business situation and prosperity. For, while iron constitutes the largest single factor, a certain quantity of coal (in the form of coke) is required in the production of every ton of iron or steel, except the insignificant fraction of the total known as "charcoal iron." Not only may coke be used to tell the tale of the pig iron (or steel) output and of its subsequent conversion into articles of use,

the line up the Little Kanawha in the direction of Burnsville would be vigorously resumed early this spring. And I was given to understand by Mr. Blair that this is the first news of this resumption of active work that has been given out for publication. Speaking of volumes of traffic in the present center of coal and iron, Mr. Blair called my attention to the fact that the tonnage within 100 miles of Pittsburgh amounts to more than ten-elevenths of the total tonnage of all the cereals in the United States—wheat, corn, oats, rye, barley and buckwheat—and of all the cotton, tobacco and potatoes. In other words, the coal and iron tonnage of this single industrial district is nearly as large as that fur-

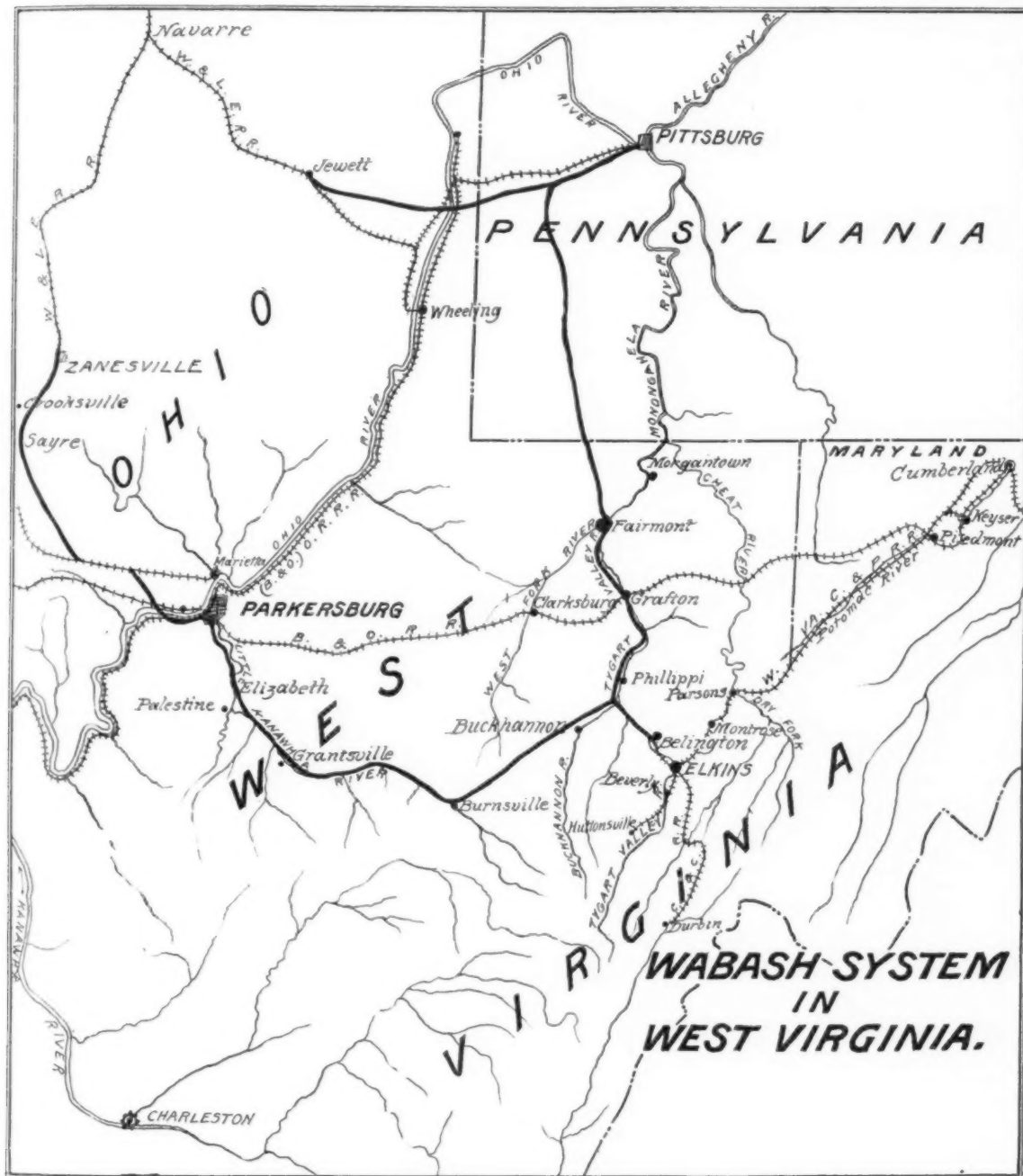
heavy commodities that are in fact prime necessities, such as coal and iron, comes to be recognized—when it is completed it will make Parkersburg the point where Lake Superior ores and first-class coke may be brought together more cheaply than at Pittsburgh. The lowest rate at which railroads can profitably haul iron ore or coal or coke is  $2\frac{1}{2}$  mills per ton per mile. These lake ores can be brought by barge to the Ohio river at Parkersburg for from a half to three-fourths of a cent per ton per mile. Again, the breaking of bulk at points where ores are now transferred from lake vessels to railroad cars is expensive. With this canal there will be no rehandling between the mines and the furnaces. More-

the largest towboats and coal barges, two abreast, may then be provided at smaller outlay than has been spent on various and sundry unimportant streams, with the result that the coal from the "Pittsburgh seam" on the Little Kanawha can be supplied to river markets all the way to New Orleans at less cost than is now possible from points above. This matter is now about to be actively urged before the Committee on Rivers and Harbors of the House of Representatives. From the facts set forth in Captain Hall's report on the feasibility and desirability of these improvements, not merely from a local, but from an interstate standpoint, there is good ground to expect that the necessary appropriation

stream average five at Parkersburg to three at Pittsburgh. This ratio increases down the river until at the mouth of the Big Sandy (where the output of the Elkhorn field of Pike county, Ky., will strike the Ohio) it is seven to three at points above the mouth of the Muskingum.

In the light of actual conditions and early developments, Parkersburg, which for many years was considered merely as a thriving and pleasantly envied "river town," has an amply substantial basis for its lately aroused ambition to come to the front as a national center of industry. It was the discovery of natural gas, showing extraordinary pressure, in the hills eastward from the city, that gave the initial impetus to its recent prosperity. Its people are awake to the conditions that constitute their vantage-ground of opportunity, which is being diligently improved through the instrumentality of an organization—not moribund, but robust—known as the "Business Men's League." To the intelligent and able secretary of this organization, Mr. Oswald S. Hawkins, who located here after personally investigating twenty other promising points, I am indebted for many courtesies and for access to sources of valuable information. Parkersburg is the home of former United States Senator J. N. Camden, whose long, active and earnest life-work has been devoted to the development of the resources of his State. True to his pioneering instinct, he has recently, with characteristic foresight, become heavily interested in that new El Dorado of coal kings, the Elkhorn coking coal field of Eastern Kentucky.

It is a remarkable fact that West Virginia's most distinguished public men have been, as a rule, in the front rank of her developing forces. Actively identified as Mr. Camden has been with the State's material advancement, ex-Senator Henry G. Davis has for some years past been even more effectively and energetically at work in the same field. To tell of half what Senator S. B. Elkins has done in opening up the hidden wealth of this mountain State would require the writing of a book. Ex-Governor Fleming has been responsible for much of the progress which the last decade has witnessed in the Fairmont district. Ex-Governor MacCorkle has been foremost among the agencies for developing the country around Charleston, and was the leading promoter of the railroad which connects the capital with the heart of the State. This latter, under the presidency of Henry G. Davis, is now a part of the Coal & Coke Railroad, generally regarded as a feeder to the Wabash system, its relation to which ought to have been shown on the map which accompanies this article. Its importance, however, is sufficient to entitle it to independent consideration in any discussion of West Virginia's potentiality as a traffic-producing State.



nished by all our agricultural products put together.

Speaking of this to Captain Hall, of the United States Engineer's Office at Parkersburg, that official took occasion to express the opinion that it was only a question of time when Parkersburg would rival Pittsburgh as the center of the industries producing all this heavy railroad traffic. He then showed me a map of a survey for the barge canal, above alluded to, from Cleveland to the Ohio river, at the mouth of the Muskingum. "It will cost only \$15,000,000," said Captain Hall, "to build this canal so as to admit barges drawing 10 feet. When completed, as it will be when the public need for cheaper transportation of

over, the barges that may bring ore and other commodities to this point can have a return cargo in the shape of coal or coke."

But the project in which local interest here is most acute is that for the turning over to the government of the locks and dams of the Little Kanawha Navigation Co. The stockholders of this company have agreed to accept a matter of \$75,000 for their property (the city of Parkersburg donating its entire holding), which is a mere bagatelle in comparison with the national importance of such a waterway. The government should, and no doubt will, be authorized by Congress to make the deal, and a six-foot channel, with locks large enough to accommodate

will be embraced in the next river and harbor bill. The project, taken in connection with the proposed barge canal to Cleveland, is one that deserves support not only from the representatives of the States directly concerned, but of those touching the Great Lakes and of those bordering on the Mississippi and its navigable tributaries. This particular improvement and the improvement of the Big Sandy, by providing outlets for coal peculiarly fit for open shipment, would mean cheaper coal for millions of people, and when these millions shall voice their demands it will be perilous to the party in power to say them nay. According to Captain Hall, the stages of water upon which "coal fleets" are floatable down

#### SOUTHERN ARCHITECTURE.

##### A Plea That a Distinctive Style Be Maintained.

[Special Cor. Manufacturers' Record.]

San Antonio, Texas, February 19.

A remark made by Geo. Ade when in New Orleans recently emphasizes a feeling which must have been the common experience of almost every visitor to any one of the distinctively Southern cities, "Many changes have been made since my last visit," said Mr. Ade, "but nothing that could make the city more attractive for the Northern visitor. The new part of the city is very much like any other city. I hate to see tall build-

ings go up here, for it takes away from New Orleans a charm that was all its own."

In its quaintness—"even the dirt here is quaint," as one enthusiastic New Englander put it—New Orleans possesses rare individuality among American cities. Uninfluenced by the types which were being formed elsewhere in the wilderness of America, the civilization and the architecture of New Orleans expresses the spirit of the countries from which the people came, and old New Orleans is today a picture and an exhalation of the Southern Europe of 200 years ago. Of the 100,000 Northern visitors who every winter spend some time in New Orleans now, undoubtedly a vast majority are attracted there, and charmed while there, by the fact that New Orleans is so entirely different—different in customs, peoples and architecture—from any other city which they visit.

Under such circumstances—circumstances which not only appeal to the sensibilities but which may be easily conceived to contain commercial possibilities worthy of consideration—it has often occurred to me that the occasion exists for the creation of an institute of architects, at least Southern-wide in its scope, whose object would be to study local conditions and adopt certain standards by which pronounced characteristics would be preserved and not destroyed. With intelligent and artistic modifications, the dominant tone in New Orleans architecture could be continued in harmony with the atmosphere with the place, and the conveniences, comforts and beauties of modern buildings would thus not necessarily result in the reduction of that picturesque old place to the dead level of the conventional.

It is not accurate to say that all the new buildings of New Orleans are departures from what may be called the New Orleans style of architecture, for all over the new part of town, in business houses as well as residences, there are many evidences of a fine artistic sense, in which there is a modernized construction after old French and Spanish models. But the immense value of an educated and concerted influence by architects is readily apparent, and a rigid supervision by city officials who pass on building permits would establish a standard by which all that is desirable in the old styles of architecture could easily be retained.

All over the South, too, from the colonial halls of Virginia to the missions of Texas, there are local and individual types as well worthy of preservation as are the Spanish and French types of the Crescent City, and it is a gratifying fact that corporations, individuals and architects are not in all cases oblivious to this consideration. I have never seen a more fitting or pleasing evidence of this fact than is furnished in the beautiful new passenger station of the Southern Pacific Railroad at San Antonio. If it were possible that the stranger who leaves the train here had never heard of the old Spanish missions which this ancient city contains, the mind would at first glance be carried back to those picturesque first attempts at architecture in the Southwest, while the archaeologist and the worshipper of traditions would feel a thrill of joy over such obeisance by a corporation.

I have also been much impressed by the architecture of Savannah. With its monuments and squares, and its wealth of tropical foliage, heavy types of architecture would be a crime. It is then indeed most pleasing to observe so airy, light and graceful a style of architecture as marks all the buildings which have

gone up there in recent years. The City Hall, the post office, to go no further, fit the picture like a dream, and prove the sure touch of the artist; and no less chaste, elegant and fitting is the new marble-front structure of the Germania National Bank.

Eternal vigilance is the price of any valuable possession, and it will no doubt be necessary to agitate and legislate in order that the true and the beautiful and the desirable may obtain. But there is still very much in example, and with what has been done in the direction of object lessons by several Southern cities already, it may be expected that the best will yet prevail. Baltimore's fire was an appalling calamity; but in the new city that will be built—that will be the pride not only of the South but of the nation—I believe there will be found a stimulating example that will be worth untold riches to every city of the South. Better buildings, more appropriate buildings, are going up all over the South today. As an example, I find in the little city of Waco a county court-house that would have been no mean structure in the finest days of Greece, and at Dallas there is a store building nearing completion that would take no lower than second place if set down among the retail houses of Chicago. So the movement is on; the desire does not have to be created; and I believe that everything needed to preserve old landmarks, where there are any worth preserving, and to perpetuate that which it would be a grievous loss to lose, is to secure, by the architects' institute or some other concerted force, a guiding hand, intelligent, artistic and sympathetic.

ALBERT PHENIX.

### MORE IRON MOVING.

**Influential Buyers Feeling the Birmingham Market.**

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., February 22.

The market for the past week showed but little if any change from that of the preceding week. Prices were practically unchanged and the business transacted was of the same character. There were a few of the orders received that went on a basis of \$10 for No. 2 Foundry, but the bulk of the business was transacted on the basis of \$9.50 for No. 2 Foundry. Some of it was registered on the basis of \$9.75 for that grade, but there is no doubt that the bulk of the business was on the basis of \$9.50. As has been the case of late, the orders have been followed with the request to ship as promptly as possible, and every effort has been made to move the iron as promptly as possible.

To this end the railroads have bent every energy, so that new business has been well taken care of. There were a few days when it looked as if we were on the eve of a new-buying movement, but the anticipation faded away, and the market dropped back to the channel of dullness.

There was a very important interest in the market for 25,000 tons, but their ideas as to prices were below what any seller would accept, and the day of purchase was deferred.

The best day's sales reported was 7000 tons by a leading interest, and while they decline to name the price obtained, there is very little risk in naming it on the basis of \$9.50 for No. 2 Foundry. There is one thing pretty sure, and that is, if a seller was seeking buyers for round lots, he would have to shade \$9.50 for No. 2 Foundry.

We get reports of sales below that

price by furnaces in competing districts, even to a basis of \$9.10 Birmingham, and this district is credited with the sale. The prima facie evidence gives credit to the report, but the sales, if properly credited, should not be put down to this district. There have been a few cases where money was more in need than iron, and Birmingham prices were scaled and the sales credited by implication to this district, because reported on the Birmingham basis. As an example, offerings were made by points north of us at \$9.50 for No. 2 Foundry, with a freight rate against us that amounted to 45 cents. The quotation was at once heralded as a Birmingham price and given currency at \$9.10 for No. 2 Foundry. There is a sneaking suspicion that some iron, but not much, has been sold of late at as low as \$9.25, and your correspondent is inclined to believe it. But that any sales have been made below that price is very questionable, in so far as this district is concerned. There was a sale of 1000 tons of No. 4 Foundry at \$8.50, delivery extending into second quarter and covering all of it, as well as sales of No. 2 soft at \$9.50 for same delivery. Some No. 2 Foundry was sold at \$9.75 and some at \$10. There are a few instances of sales by furnaces outside the district at as low as \$9 for No. 2 Foundry, but it was a case of being hard up and quotations didn't count. These sales should not be credited to this district.

Although this report of the market don't look very encouraging as to prices or demand, indications point very strongly to the fact that more iron is moving than is being reported; and also to the further fact that some large and influential buyers are feeling the market though they are not as yet taking any iron. There is a growing disposition to take on some iron for the second quarter, and as reported last week, the sellers are disposed to meet the buyers and to fill their wants.

The largest single order reported for the past week was for 2750 tons, and that was divided between several grades. The feeling of the trade is that buying for the second quarter cannot be delayed beyond this month, and that the advent of some good weather is all that is necessary to stimulate good buying. While this is a true representation of the feeling prevailing, it can be added that, on the part of an influential element, the varying changes of the market, whatever they may be, will be met. There is not now and there is not likely to be any concert of action or any agreement as to prices to be asked; but each interest will fix its own prices and each will paddle its own canoe.

At the steel mill the mixer and converter have been successfully installed, and are working satisfactorily to the management and adding to the efficiency of the mill. As far as orders are concerned, they profess satisfaction with the business that has come into sight, and have prospects for it in the future that are very encouraging. An order is reported in the daily press for 16,500 tons of steel rails with a subsequent order pending for 20,000 tons more for a railroad in Mississippi. The officials here will not confirm the report, as no contracts have as yet been signed. But as the information comes from the president of the railroad, the natural inference is there is something in it.

One of our largest pipe works reports very flatteringly of the prospects for this year, and say: "We are very easy in the matter of orders, having recently booked large orders for the Laclede Gas Light Co., St. Louis-Minneapolis Gas-

Light Co., the city of St. Paul Spring Valley Water Co. (San Francisco), the city of Carthage, Mo., the city of Rockford, Ill., and many other orders in all parts of the United States. The export business has been light, but they have done some for delivery at San Juan in Porto Rico. Large orders for Germany, Mexico and the Hawaiian Islands are being considered, and as European manufacturers are at present quoting prices above American competitors, the prospects for securing those contracts are at a premium. The demand from foreign buyers can be said to be very perceptibly increasing and it is being assiduously cultivated.

The No. 3 furnace of the Republic Co. has gone into blast again and it is doing satisfactory work. It will be some time before No. 2 will be ready for the torch. J. M. K.

### Stiffening in Iron.

[Special Dispatch, Manufacturers' Record.] Birmingham, Ala., February 24.

There is some stiffening in iron. One thousand tons No. 3 Foundry have sold at \$9.25, delivery to be spread over three months. No. 4 Foundry has sold at \$9 for near-by delivery. No. 2 Foundry is now quoted at \$9.75 to \$10. Sales show an advance of from 25 to 50 cents. The demand as yet is not active. Moderately active buying would stiffen values. It looks now as if upturn is again at hand.

J. M. K.

### CRUDE OIL TAKES A DROP.

**But Lower Price Does Not Abate Development in Kentucky.**

[Special Cor. Manufacturers' Record.]

Barbourville, Ky., February 20.

A drop of five cents in the price of crude oil came as a surprise to operators in the Kentucky oil fields this week, as the drop was entirely unexpected. The reduction places the price of the production of the lower field at \$1.25 per barrel, the Ragland grade being reduced to 61 cents per barrel. No reasons for the reduction are assigned.

Field work throughout the developments continues with unabated vigor, and when the winter season, with its bad roads and various other impediments to drilling, is taken into consideration, the record for the past few weeks proves that there is a greater amount of work under way than during any other time in the history of the field. Most of the new work is going on in the lower division of the field, and in this work the Standard is taking a great part. Some time ago the Standard established a warehouse in the Wayne county division and filled it with drilling material for its own operations. A number of wells are already to its credit, and a vast amount of new drilling will be under way during the coming spring and summer. The Standard has just recently established a warehouse in the Cumberland county fields, which are just now receiving a great share of attention, and is rapidly filling it with drilling material. For some time a number of drilling rigs have been kept at work, and this number will be increased. More leases are controlled by the Standard in the Cumberland county division than in any other section of the Kentucky fields, and several of them have turned out remarkable wells during the past few months.

Some big producers have been drilled in the lower developments during the past few days, and some of them, being in wildcat territory, are stimulating that kind of drilling. The Richlands company landed a hundred-barrel in Knox

county, while the New Domain, the producing branch of the Standard, got one of the same capacity in the Cumberland county division. Wayne county has also been shown up in a favorable light by recent operations, and during the past two weeks the total number of completions approximates 12. The storms of the earlier part of the month did considerable damage in Wayne county by blowing down rigs, tearing up the pipe lines, telegraph wires and other material, and in consequence of this light runs of oil were made from all divisions.

A new development has been added to the Wayne county division by the Mt. Pisgah region, which last week furnished another 100-barrel producer. So favorably has the territory shown up, that the Standard is establishing a pipe line to the producing territory. The line will extend from the Cooper division, which is producing more oil than any other division of the Wayne county field. The number of wells now going down in Wayne county approximates 50. All these wells are being drilled by stationary rigs, and a Northern concern is now going to try the experiment of using a portable drilling machine on its territory. On account of the hardness of the formation it has not heretofore been thought practicable to use a portable rig, on account of their being so much lighter than the other kind. However with a portable rig wells are drilled much quicker than when a standard rig has to be constructed, and the experiment will be watched with a great deal of interest.

The Bath and Rowan county fields, in the upper developments, are turning a large amount of oil into the pipe lines, and are leading the other divisions of the Kentucky field in this respect. The Standard has 75 wells at work, and is getting the greater amount of the production. The number of wells now drilling is not very great, and most of the work consists in putting the old wells in order.

A strike in Russell county is attracting a great deal of attention at present. That county has never been operated in to a great extent, and is considered wild-cat territory. The new well shows up to be an excellent producer, and leases in Russell county are now in great demand. Further drilling will soon be under way.

W. S. HUDSON.

### THE TEXAN OIL FIELD.

#### Small Producers' Difficulties as to Piping and Storage.

[Special Cor. Manufacturers' Record.]

Beaumont, Texas, February 20.

Producers who have been holding their oil for better prices, and who were encouraged by a slight advance last week, are failing to realize their expectations and are witnessing a further decline in the market. One large company which has been offering 25 cents in its bulletins, yesterday posted a price of 23 cents for Beaumont and Sour Lake oil in its lines. This is below the market price at both places, and can be interpreted only as a move to depress the market. Coincident with the posting of the new price came notices to all producers from the same source—the Texas Co.—stating that in future a total of 3 per cent. per month would be deducted from the bulk of oil in its lines belonging to other companies and individuals, to allow for evaporation, waste, etc., and asserting that this had become necessary through the forced use of earthen tankage to hold the greatly increased amount of oil that is being placed in storage. Another notice, sent out at the same time, by the same company, declares that in future

owners of oil in the Texas Co.'s lines may be compelled to remove same upon thirty days' notice. Both these notices are received with disfavor by the small producers, although it is recognized that the Texas Co. has a right to make whatever rules it chooses to promulgate. Undoubtedly the exercise of the new orders will serve to check speculation in oil such as has prevailed here since the first sharp advance in the Spindletop product. It may also have the effect of forcing the small producer with oil in the Texas Co.'s lines to sell it at that company's own figure whenever the management decides to compel him to remove his oil from the lines or tanks of the company.

The situation, summed up in a nutshell, is this: There is very little demand for oil at any price, and the small producer has difficulty in disposing of his oil at a figure that will make it profitable for him to operate his property. Therefore he prefers, if he has operating capital, to hold his oil, and to do this he runs it into the Texas or Guffey lines. The Texas Co. then serves its notice that oil must be moved within thirty days. At the same time it posts a price at least seven or eight cents a barrel lower than the lowest prevailing market prices. The result is that the small producer, having oil in the Texas Co.'s lines, must sell it to that company at the posted price or pay pipeage charges to have it transferred or loaded elsewhere. So that the Texas Co. has the little fellows "going or coming." With the growth of popular feeling against this company's policy of squeezing the small fish, it is probable that its pipe line and storage business will suffer a falling off. In the present situation, however, it has complete control of the oil in its tanks belonging to others, as it was careful not to announce the new thirty-day removal rule and increased percentage of deduction until after its tanks were filled with outside oil.

At Batson the J. M. Guffey Petroleum Co. has succeeded in obtaining the greatest part of the proven territory. Production at Batson continues to overwhelm the pipe lines, and more than half of the oil produced from the wells is being stored in earthen tanks. The three new pipe lines are being laid as rapidly as material is received. New wells have been brought in during the week at Batson by the Higgins Oil and Fuel Co. and the Heywood Oil Co.

At Jennings, La., the gusher which came in January 14 on the 40-acre lease of the Jennings Oil Co. continues to flow, demonstrating its right to be known as the best well the field has produced since the original spouters came in during the year 1902. The oil is free from sand and water, and is of about 23 gravity. Latest reports from the field are to the effect that the well is doing 1500 barrels a day.

The statement of the National Oil and Pipe Line Co. of Beaumont for the year 1903 contains the following interesting facts: Number of barrels of oil produced from Block 23, Spindletop, seven wells pumping, 535,555; received as royalty from six wells, 24,987 barrels; produced from five wells at Sour Lake, 28,151 barrels.

The financial statement for the year shows: Cash and accounts receivable, January 1, \$44,105.86; from sales of oil, \$215,016.01; from receipts of pipe line, \$62,173.57; from royalty, \$16,922.58; from extra purchase and sales, \$6,376.28; accounts payable, \$4,366.06; total receipts, \$348,960.36. Disbursements: Development and operation Block 23, Spindletop, \$65,998.83; extension and operation of pipe line, \$17,171.99; gen-

eral expense and salaries, \$14,517; Sour Lake development and operation, \$77,020.36; Saratoga land, \$2500; development of Trembley lease, \$4,421.37; tankage at Sour Lake, \$4539.18; Hogg-Swayne wells, \$16,172.32; payment on bonds and interest, \$119,043.12; Citizens National Bank, \$21,227; cash and accounts receivable, \$6349.21; total disbursements, 348,960.36.

HOLLAND S. REAVIS.

### FRENCH BROAD POWER.

#### Plans for Its Utilization in Manufacturing.

[Special Cor. Manufacturers' Record.]

Asheville, N. C., February 17.

The French Broad river flowing by Asheville has a drainage area above the W. T. Weaver Power Co.'s development of 1035 square miles. In 1880, 78 per cent. of this area was in virgin forest. The Weaver Power Co.'s development of this river will give a minimum of 3000 horse-power to be electrically transmitted. This company is offering this power to consumers in large units at \$15 to \$18 per horse-power per annum for 11 hours' use, delivered at the mill wall. While this price is about \$5 to \$7.50 less per horse-power than it can be generated by steam in units of 500 horse-power, with coal at \$3 per ton at boiler-doors, yet there is a further saving of about 22 per cent. in the amount of power consumed when applied electrically by motors throughout the mill. The loss in friction when transmitted by belts and shafting is in this way avoided. Cotton-mill labor can be secured in the mountain counties of Western North Carolina in great abundance and of excellent quality, as is attested by the numerous cotton-mill men of the Piedmont sections of North and South Carolina, who seek and prize this mountain help above all others. These mountain people have not been reached by organized labor, and naturally resent the dictation or control of the walking-boss or labor agitator. It is possible for people to do great work with little fatigue in this exhilarating climate.

The Blue Ridge plateau is situated within 38 miles of the cotton fields of upper South Carolina. Freight on cotton from the great Mississippi valley to Asheville, N. C., is, I am informed, five cents per hundredweight less than to many other mill points in North Carolina, and is the same as to many points in South Carolina. Asheville is nearer the Jellico and Coal Creek coal fields, consequently there is a less freight per ton on coal supply than to many of the mill points in the South. In addition the freight rates to New York and the East are as favorable as from any of the Piedmont mill points of North and South Carolina and Georgia. This section is noted for its health, and the white population far outnumbers the colored. A large mountain stream flowing through the property of the Weaver Power Co., and having a discharge of 4,500,000 gallons in twenty-four hours, has been analyzed both in this country and in Europe, and has been found admirably suited for the purpose of bleacheries and dyeing establishments; and it might be well to say that exceptional advantages are offered to industries of this kind at this place. It is the desire of the Weaver Power Co. to have new manufacturing enterprises located in Asheville, and with that object in view, special inducements are offered. Any information will be gladly given by addressing Mr. W. T. Weaver, president.

I. S. FIELD.

### LUMBER.

#### BUYING SOUTHERN TIMBER.

##### Western Capitalists Interested in Southern Lands.

The investors represented in the purchase of the Yellow Pine Lumber Co.'s property in Alabama are, according to the Mobile Register: E. W. Gates, of Cressett, Ark., president of the company; George T. Baker, of Davenport, Iowa, vice-president; W. G. Smith, of Davenport, treasurer, and H. Bunker, also of Davenport, secretary and assistant treasurer, with W. H. Wilson, of Davenport; C. B. Phelps, of Pana, Ill., and Richard B. Freeze, of Caminto, Ark., completing the directorate. The company has a capital stock of \$200,000, all paid in. In addition to the extensive property of the Yellow Pine Lumber Co., with about 30 miles of spur tracks and logging roads, the company has purchased from the Mobile & Ohio Railroad Co. 50,000 acres of land on the main line of that road at Yellow Pine, 60 miles north of Mobile. As fast as the land is cleared of timber it will be settled up for agricultural purposes; model cottages will be erected for the several thousand workmen whom it is the intention of the new company to employ, and full provision is being made for the building of a town at Yellow Pine, which will be the biggest incorporated center between Mobile and Meridian.

Instead of exporting the lumber and timber obtained through Mobile, says the Register, it will be cut expressly for interior consumption and will be consigned to lumber dealers with extensive yards in Northern and Western cities, having arrangements with the new company.

According to Mr. W. L. Henderson, land and industrial agent for the Southern in Mobile, through whose efforts the location at Yellow Pine and the transfer of the railroad lands were effected, this is one of a number of large deals made in the South in the past year in which the same class of substantial investment has come from the West. The citizens of Davenport, Iowa, alone have invested no less than \$3,000,000 in timber and agricultural lands in Alabama, Mississippi and Arkansas within the past three years.

#### Big Timber Deal.

Messrs. H. H. Tift and J. Lee Ensign, of Tifton, and John H. Powell, of Ocilla, have purchased, it is announced, the entire interest of W. S. P. Oscamp, of Cincinnati, in the Ensign-Oscamp Lumber Co., which owns about 20,000 acres of timber land in Irwin county, Ga., and a large mill at Ocilla, employing in timbering and milling more than 100 men. The deal represented about \$200,000, and it is stated that the purchasers have options upon 50,000 acres of Florida timber, which will first be turpentine and then cut.

#### Lumber Notes.

During January, Gulfport, Miss., exported 21,145,000 feet of yellow pine lumber, an increase of more than 72,000,000 feet over the exports of January a year ago.

The International Mahogany Co., through its Mobile offices, has closed a contract for the sale of 1000 mahogany logs from Manzanillo, Cuba, to M. J. B. Lang, of Antwerp.

D. W. Helm, of Columbia, Tenn., has written to Commissioner of Agriculture Lee, of Louisiana, that he desires to purchase between 250,000 and 300,000 acres

of good timber and agricultural land in that State.

Mr. J. Middleby, Jr., who recently bought more than 23,000 acres of timber land in Rutherford and adjoining counties, North Carolina, proposes, it is understood, to operate sawmills at several places preparatory to clearing the land for cattle and sheep.

The National Lumber Manufacturers' Credit Corporation has been chartered, to have its head offices at St. Louis, with Mr. E. G. Fosberg, of the Fosberg Lumber Co., of Norfolk, president. The business of the corporation will be to do for the lumber interests what other information agencies do for general business. It will have departments of collections, claims and credit, and will be conducted in conjunction with the National Association of Manufacturers.

#### Phosphates and Fertilizers.

Fertilizer plants of the Charleston, S. C., neighborhood are hard at work meeting the active demand for fertilizers due to the intention of farmers to plant a larger acreage this year. All the local companies brought over large stocks into this season, which have enabled them to meet the present demand, which is heavier than it has been for years. Fertilizers have advanced in price, but it is expected that they will advance still further as the planting season approaches and the stock of the factories runs low.

The Alabama Phosphate Co., with a capital stock of \$450,000, has been incorporated, and will construct at once a plant in North Montgomery, on a tract of 12 acres of land. The officers are: Messrs. J. H. Carpenter, president; J. W. Howard, vice-president, and R. G. Sparrow, secretary. The stockholders are large owners of rock deposits in Tennessee and of deposits of iron pyrites ore in Clay county, Ala., which will be used in the manufacture of sulphuric acid. The enterprise will employ 250 men.

#### Galveston's Sea Wall.

In illustration of the magnitude of the work of the great sea wall for Galveston, Colonel D. B. Henderson, of that city, names the following amounts of material to be used: Concrete, 150,000 tons; rip-rap, 100,000 tons; sand, 50,000 tons; cement, 27,000 tons; round piling, 1,000 carloads; sheet piling, 4,000,000 feet, and reinforcing rods, 10 carloads. The wall proper is to consist of solid concrete made of crushed granite, sand and cement, all thoroughly mixed by immense machinery constructed especially for the purpose, and tamped into forms in sections. To give additional strength, immense steel rods nine feet long will be placed in the wall every three feet.

#### Cottonseed Notes.

A bill to require the inspection of cottonseed meal used for fertilizers is making progress in the lower house of the South Carolina Assembly.

The Senate of South Carolina has passed a bill prohibiting the traffic without a license in cottonseed in any of the counties of the State between August 15 and December 15. Its advocate stated that the great body of cotton raisers favored the measure.

The American steamship Mongolia loaded last week, at Lambert's Point, Norfolk, 7645 tons of coal.

A report has reached the City of Mexico that the cotton crop of El Rosario, State of Sinaloa, is lost on account of the cold.

## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

#### Additional Muscogee Mill.

Last summer the Manufacturers' Record presented particulars regarding the additional mill decided upon by the Muscogee Manufacturing Co., of Columbus, Ga. Construction work has since been in progress, and the original plans for a mill to hold 16,000 spindles—of which number 8000 will be installed at first—has been adhered to. The mill is now nearing completion, and by summer manufacturing will have begun. The mill building is a five-story structure, 105 by 175 feet, constructed by Messrs. R. Hugger & Bro., of Montgomery, Ala. Messrs. C. R. Makepeace & Co., of Providence, R. I., are the engineers in charge. Electricity will drive the machinery of the mill.

#### A 5000-Spindle Mill.

In December last the Manufacturers' Record referred to Messrs. J. T. Evans and J. Bradbury, of Weldon, N. C., as contemplating the erection of a cotton mill. They have now formulated plans for the organization of the Chockoyotte Manufacturing Co., with an authorized capital of \$800,000, to build the proposed plant, and an equipment of 5000 spindles has been decided upon. Suitable buildings with water-power adjacent have been secured, but it has not been determined whether to use this power direct or transmitted by electricity. A dyeing plant will be operated in connection with the mill.

#### Columbia Improvements Completed.

In October last the Manufacturers' Record detailed the improvements to be made by the Columbia Manufacturing Co., of Ramseur, N. C., at a cost of from \$10,000 to \$12,000. The betterments have been completed, including the erection of an additional building 50 by 88 feet in size, and the installation of machinery for dyeing, also an engine and dynamo. There will be no increase in the output, but the character of the product will be changed. The company operates about 11,000 spindles and 350 looms on the production of plaid goods, etc., at present.

#### Completing a Fine Yarn Mill.

Last year the Manufacturers' Record announced particulars regarding the Rhode Island Co.'s proposed mill at Spray, N. C. Construction work has since proceeded rapidly, and half of the 10,000 spindles are now being put in position for manufacturing fine yarns. The company has a two-story building, 75 by 220 feet, 300 horse-power engine and boiler, 15 operatives' cottages, etc., all representing the investment of \$80,000. Manufacturing will begin in April.

#### Mill Proposition Accepted.

The Manufacturers' Record referred last month to efforts being made for the establishment of a cotton factory at Mabank, Texas. Since then a proposition insuring the location of the enterprise has been submitted by Eastern capitalists, and the local business men have accepted the terms of the offer. A com-

pany, to be capitalized at \$300,000, will be organized, and the citizens of Mabank will furnish a cash bonus of \$30,000 and 50 acres of land as site for the plant. John H. Dill, chairman of the committee in charge, can give information.

#### Water-Power for a Mill.

Mr. S. F. Nunnelee, of Centerville, Ala., who has lived there eight years, writes to the Manufacturers' Record as follows: "I know of no more favorable locality for a first-class water-power cotton mill than the immediate vicinity of Centerville, on the Cahaba, which flows within 300 yards of our court-house up to Blocton, 15 miles to the northwest. In it there are six or seven falls. One of them, the last of the series, is 400 yards from our court-house. There a factory can be built and all the raw material can be had cheap and be brought from the plantations in wagons."

#### Contemplate a \$50,000 Mill.

Messrs. J. I. Sarratt and E. Thomason, of Gaffney, S. C., mentioned last week in connection with a proposed cotton factory at Earl, N. C., will organize a company with capital of \$50,000 to build the plant. They intend to manufacture yarns and in April Mr. Thomason will go to Earl to perfect the organization of the company. Bankers, merchants and cotton mill men of Gaffney and business men of Earl will be interested in the enterprise.

#### The Cotton Movement.

In his report for February 19, Colonel Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 172 days of the present season was 8,502,008 bales, a decrease under the same period last year of 94,300 bales; exports were 4,845,481 bales, a decrease of 20,580 bales; takings by Northern spinners, 1,614,104 bales, an increase of 58,985; by Southern spinners, 1,175,218 bales, an increase of 23,727 bales.

#### To Have 4500 Spindles.

Plans for building a cotton mill at Emporia, Va., have been perfected and the Emporia Cotton Mills has been organized. W. Samuel Goodwin has been elected president and Thomas W. Brown treasurer, and it is stated that an equipment of 4500 spindles will be installed to start with. Yarns will be the product. The company is capitalized at \$100,000. It is stated that work of constructing the required buildings will begin at once.

#### Textile Notes.

Lowell (N. C.) Cotton Mills has declared a semi-annual dividend of 4 per cent.

Avondale Cotton Mills, Birmingham, Ala., has declared a dividend of 4 per cent.

Unity Cotton Mills, La Grange, Ga., has declared a semi-annual dividend of 4 per cent.

Cliffside Mills, Cliffside, N. C., referred to last week as to build an addition, does not contemplate arranging for the enlargement for some months.

The Commercial Club of Jackson, Tenn., is negotiating with Eastern capitalists regarding the establishment of a large cotton factory in Jackson.

R. R. Haynes, of Cliffside, N. C., has no definite plans in regard to the 10,000-spindle cotton mill reported last week as proposed by him, the plant to be located at Henrietta, N. C.

It is rumored that the Ashley-Bailey Co., main offices at Paterson, N. J., will build another silk mill at Fayetteville, N. C., where it has been operating a large plant for several years.

United States Cotton Duck Corporation, of Baltimore, Md., has declared a dividend of 3 per cent. on its preferred stock and the dividend on Mount Vernon income bonds has been passed.

Efforts are being made to organize a company to build a cotton factory at Crouse, N. C. Subscription lists to the stock are now being circulated. J. J. Yoder is promoting the enterprise.

John B. Ross will rebuild his cotton batting mill at Charlotte, N. C., destroyed by recent fire. He will erect a mill building of brick, 60 by 170 feet, and install complete equipment of modern machinery.

J. T. Jones, president of the Gulf & Ship Island Railroad, Gulfport, Miss., has stated that \$2,000,000 will be invested in the establishment of manufacturing enterprises on his railway during the year. One of the enterprises will be a large cotton mill.

Georgia Manufacturing Co., of Columbus, Ga., will remodel building and install machinery for manufacturing the yarns used in its knitting mill. It is stated that the equipment will be 1500 spindles, to give a daily output of 2500 pounds of lint cotton.

Alexander Hamilton, of Rome, Ga., recently referred to as said to contemplate the establishment of a cotton factory at Guthrie, Okla., is about to make a definite proposition for the enterprise. The Commercial Club of Guthrie is negotiating with Mr. Hamilton.

J. B. Moore will organize a stock company to build a mill for the manufacture of cotton duck at Shelby, N. C. The details of the enterprise are now under consideration. Arrangements have been completed to obtain power from a local water-power electrical plant.

It is stated that the machinery of the Hucomuga Mills, at Greensboro, N. C., about 150 looms, will be added to the equipment of the Minneola Manufacturing Co., at Gibsonville, N. C. The latter mill has 2000 spindles and 200 looms, and it is reported that considerable other machinery will also be installed.

H. Schumacher Knitting Mills, Navesota, Texas, contemplates installing machinery for manufacturing the yarns used on its knitting machines. The company also wants to buy cotton yarns, dyes, labels, pasteboard boxes and other supplies needed in a knitting plant.

It is rumored that a corporation known as the Delaware Cotton Co., of Wilmington, Del., will invest \$100,000 in the erection and equipment of a cotton mill at Anderson, S. C. Reports state that the equipment will include 12,500 spindles, to be installed in a building 100 by 250 feet in size.

Wylie Mills, of Chester, S. C., has decided to install considerable additional machinery, to include 5000 spindles. Details for the betterments are now being completed. It is reported that the contract for the new machinery has been awarded. The company's previous equipment was 8780 spindles.

J. D. Moore, of Gastonia, N. C., will organize a company with a capital stock of \$100,000, to build a cotton factory at Hudson, N. C. He made a proposition to establish the plant provided Hudson investors subscribed \$50,000 to the capital, and this was immediately obtained. No details have been decided as yet.

Woodstock Cotton Mills, of Anniston, Ala., has completed arrangements to in-

stall machinery for weaving fancy cotton damasks. Contract has been awarded for the new equipment needed, and the installation is now being made. The company operates 13,400 spindles, producing the yarns which the new looms will weave into damasks.

The Continental Manufacturing Co., of Charlotte, N. C., is about to put in operation its plant, formerly the Victor Cotton Mills. The extensive improvements that have been in progress are now completed, and the mill is in modern condition, ready to operate 12,672 producing spindles and 6200 twister spindles on the production of coarse yarns, 20s to 30s.

Dispatches state that the Etowah Mills, of Greensboro, N. C., has made a proposition for the establishment of a 20,000-spindle cotton mill at Paris, Texas, the Paris Board of Trade having the offer under consideration. The company named was referred to in the Manufacturers' Record of January 21 as having incorporated with capital of \$1,000,000, and its plans included the erection of a mill to have 15,000 spindles and 450 looms, to be located at Greensboro, N. C. W. I. Young, of Greensboro, is the principal in the enterprise.

### THRESHING THE BOLLS.

#### A Suggestion About the Harvesting of the Immature Ones.

[Special Cor. Manufacturers' Record.]  
Dallas, Texas, February 20.

There is an evident surprise all over the South at the large figures given out by the government as the last ginners' report. It would be interesting to have it stated how much of this increase over Southern expectation is due to the harvesting this year of the immature bolls and what is termed trash. A good many people were somewhat nonplussed when, some weeks ago, a freight rate on cotton bolls was announced by the Southern railroads. Investigation showed that the high price of cotton this year had induced growers to cut off the unopened bolls which had been caught by the frost, and so general had this practice become that the railroads found the commodity entitled to a distinct classification. This indicates a considerable quantity of cotton lint from immature bolls. Where middlings were sold at 12 to 14 cents, this waste brought seven to eight cents—a pretty good price, to be sure, and a source of considerable added wealth. Therefore, if the spinners take the ginners' reports as a promise that present prices for cotton will hold throughout the season, they may awake to a realization, as they did last July, of the fact that a considerable part of the crop will not grade.

This is put out merely as a suggestion. I don't know whether the spinners fully understand about the exact amount of such stuff that has been baled. That there must be a considerable quantity, however, any one who has been down here will declare. Cotton would apparently keep on fruiting till summer comes again if it were not killed by frost. Therefore when the frost comes there is a field full of unopened bolls. The quantity must be very large, moreover, to secure a special rate from the railroads.

The treatment of these immature bolls, by the way, is an interesting feature of an interesting new industry. Some of them have been put through the ginneries, bolls and all; but this has been found deleterious to the machines. Generally they are now either put through a regular thresher before going into the gin, or else the cotton is picked from the unopened bolls by young negroes at the gin houses.

## RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

### RONCEVERTE TO LURICH.

#### Proposed Connection Between Chesapeake & Ohio and the Norfolk and Western Roads.

Messrs. Crosier & Clark write from Union, W. Va., to the Manufacturers' Record concerning the proposed railroad through Monroe county, saying that the proposition is well under way, and that the people in Monroe and adjoining counties seem to be thoroughly determined that such a line shall be constructed in the near future. Continuing, the firm say:

"A committee, appointed by the County Court of Monroe, now has the preliminary work in hand, such as the selection of a competent and influential engineer, with a view for a survey for both an electric and a steam line, and then to report as to the most practicable location and most desirable kind of railway, etc.

"The distance between the two great trunk lines, say from Ronceverte, on the Chesapeake & Ohio Railroad, and Lurich, on the Norfolk & Western Railroad, on a most practicable route and excellent grade, is only about 40 miles, and through a beautiful blue-grass region of country, plenty of timber of all kinds and an abundance of water in small and large springs and creeks from one end of the line to the other. Greenbrier river is at the Chesapeake & Ohio terminal, and New river at the Norfolk & Western terminal. Passengers having now to make Virginia and West Virginia points by traveling 200 miles, could make the same points over the proposed line in one-fourth the distance, and this travel is now very heavy. In addition to a large passenger traffic, which the proposed line would command, it would also afford an additional outlet from the Flat Top coal fields.

"It is not definitely determined as yet whether the proposed line will be built by West Virginia capital or outside capital. Any party or parties feeling an interest in this enterprise may reach the aforesaid committee by addressing Crosier & Clark at Union, W. Va."

### Northern Central Report.

The 49th annual report of the Northern Central Railway Co., which covers the calendar year 1903, shows gross earnings, \$10,310,086, an increase of \$1,853,401, as compared with 1902; operating expenses, \$7,973,877; increase, \$1,868,782; net earnings, \$2,336,208; decrease, \$15,381. The greatest increase in the operating expenses was in the cost of conducting transportation, the increase in that item alone being \$1,176,111 out of a total of \$4,613,587. The rentals paid roads operated on basis of net earnings amounted to \$69,162, a decrease of \$92,073, and the net operating earnings of the Northern Central Railway, shown by deducting the amount of rentals from the net earnings from operation, were \$2,267,045, an increase of \$76,691. The gross income of the company was \$3,066,550, an increase of \$300,588. From this is deducted rentals of leased roads, interest on bonded debt, mortgages, car trusts, etc., amounting to \$1,219,455, an increase of \$210,267, leaving the net income \$1,847,094, an increase of \$90,321. Out of the net income were paid two semi-annual dividends of 4 per cent. each and \$10,226 on account of principal of car trusts, making a total of \$927,206 and leaving a balance of \$919,888. Out of this were paid extraordinary expendi-

tures on track, yards and equipment, amounting to \$908,484, leaving a balance of \$11,404, transferred to credit of profit and loss, making the total to the credit of this account \$3,348,477.

The largest increase in traffic receipts was from the freight traffic, this heavy gain amounting to \$1,729,405, being due principally to the shipments of anthracite coal, which were remarkably active after the long strike of the preceding year. The increase in the cost of conducting transportation was due in large measure to increase of wages and the cost of materials. The extraordinary expenditures included an expense of \$747,590 for providing four tracks, including the right of way necessary, from York Haven to Bridgeport. Among other large items were the new line from Fairview to Marysville and changes in Marysville yard amounting to \$123,606; piers, elevator and other terminal facilities at Canton, \$120,439, and terminal facilities at Baltimore, \$125,532.

### MONEY FOR "ORIENT."

#### Subscriptions Amounting to \$1,100,000 for Stilwell's New Pacific Road.

Advices from Kansas City say that at a dinner at the Midland Hotel there subscriptions amounting to \$1,100,000 were made to the Union Construction Co., which is building the Kansas City, Mexico & Orient Railway on this side of the Mexican boundary. President Arthur E. Stilwell, of the railway company, announced that the line through Kansas would be completed and in operation by October 1. This will run from Milton, the present terminus in that State, to Wichita, and thence to Osage City. The line is now in operation from Milton, Kans., to Fairview, Okla., 110 miles; from a point east of Chihuahua, Mexico, to Aldama, Mexico, 40 miles; from Fort Stilwell (Topolobampo), on the Pacific coast of Mexico, to El Fuerte, Mexico, 65 miles. The line from Milton to Kansas City (which latter point will be reached temporarily over the Missouri Pacific tracks) will put in operation 235 miles more of line. It is stated that the traffic received by the road justified hastening the completion of that part through Kansas.

The subscriptions to the construction company varied in amount from \$1000 to \$170,000 each, and came from all parts of the country. Of the total amount, \$840,000 was unconditionally subscribed, the rest being on condition that certain pledges would be fulfilled. C. L. Davidson, of Wichita, Kans., subscribed in its behalf \$50,000, and announced that \$100,000 would be forthcoming if necessary. J. E. Evans, of Emporia, said that only 14 opposing votes were cast in the city against the bond subscription, which was carried. Besides the \$70,000 voted by Lyons county, he brought in a subscription of \$28,000 from citizens of Emporia. While one of the large subscriptions, as heretofore stated, was \$170,000, there was another big one of \$150,000.

### New Line in West Virginia.

The Meadow River Railway Co., principal offices at Ronceverte, W. Va., has been chartered in that State to begin the construction of a railroad from the Chesapeake & Ohio Railway at or near Ronceverte via the most practicable route to a point at or near the junction of the Gauley river with New river, and to build branches near or along all the streams flowing into the Gauley river and Meadow river in Greenbrier, Fayette and Nicholas counties.

This would require a main line of 75 to 100 miles long, running generally in a

northwestern direction. Some such construction has been planned for some time, a line previously projected being through Lewisburg, Crawley and other points in Greenbrier county. The line would develop mining and timber territory. The incorporators are: Robert A. Gorham, West Newton, Mass.; Rowland W. Roydon and Francis A. Beckford, Beverly, Mass.; John Phelps Hill and James E. Carroll, Boston, Mass.

### QUEEN ANNE'S RECEIVER.

#### President Bosley Says Railroads Will be Reorganized with New Capital.

Mr. Frank Ehlen has been appointed receiver for the Queen Anne's Railroad Co., with its consent, upon a bill filed by the Queen Anne's Ferry and Equipment Co., which leased several steamers to the railroad company, and, it is alleged, default has been made in the payment of the rental. The proceedings are said to be amicable.

President W. H. Bosley says that the railroad company can pay every dollar it owes; also, that the railroad company, the Queen Anne's Ferry and Equipment Co. and the Queen Anne's Steamboat Co. are separate corporations, though practically combined to conduct business. It was planned to unite the properties in one corporation, which would probably have been accomplished but for the Baltimore fire. Outside capital is expected, and the receivership is to combine the property.

The Queen Anne's Railroad was opened for business six years ago. It now runs from Love Point, Md., via Queenstown, Md., Greenwood and Ellendale, Del., to Lewes, Del., about 75 miles, with a six-mile branch to Centerville, Md., and another of about eight miles to Rehoboth, Del. It has steamer connections between Love Point and Baltimore on the Chesapeake bay, and from Lewes to Cape May, N. J., across the entrance to Delaware bay.

### Mississippi Valley Railway.

Mr. H. A. Tyler, of H. A. Tyler & Son, manufacturers of and dealers in packing boxes and lumber, writes from Hickman, Ky., to the Manufacturers' Record concerning the proposed Mississippi Valley Railway, of which he is one of the incorporators. He says that the line starts at Tyler, Mo., on the Mississippi river, and runs west five miles, then branches, one branch running in a northwesterly direction 10 miles, crossing the Frisco Railroad at Steele, Mo., and the other branch running southwest 10 miles to Blytheville, Ark. There it connects with three railways—the Frisco system, the Cotton Belt system and the Jonesboro, Lake City and Eastern Railroad.

The entire territory through which the road passes is of the very richest and most productive in the Mississippi Valley. H. A. Tyler is president and Willis Edward Ayers chief engineer. They expect to be ready to let contracts for construction and equipment by the 10th of March. Mr. Tyler's residence is at Hickman, Ky., and that of the engineer at Steele, Mo.

### Missouri into Oklahoma.

The Missouri & Oklahoma Central Railroad Company has been chartered at Guthrie, Okla., to build a line 250 miles long, from Carthage, Mo., via Joplin and thence through Kansas, the Quapaw Reservation, Ind. Ter.; the Osage Reservation, Pawnee and Grant counties, Okla., and thence to the western boundary of Woods county, Okla.; capital, \$5,000,000. The incorporators are Henry

F. Burt, Frank Dale, A. G. C. Bierer, Thomas J. Lowe and Adelbert Hughes, all of Guthrie.

### NEW ORLEANS TO BEAUMONT.

#### Lumber Interests Propose to Construct a Railroad 270 Miles Long.

Mr. J. R. Downman writes from New Orleans to the Manufacturers' Record confirming the report that the Bowie, Lafourche & Northwestern Railroad Co. and the Whitecastle & Lake Natchez Railway will build a railroad between New Orleans, La., and Beaumont, Texas, about 270 miles. It will run via Des Allemands, Bowie and Thibodaux in Louisiana to Beaumont, the first section to be constructed, and on which work will begin immediately, being between Bowie and Thibodaux, 14 miles. This will cost about \$100,000, and will be on private right of way.

Mr. Downman further informs the Manufacturers' Record that the new line will be built principally for the purpose of handling the cane and cotton crops along its route and from adjacent territory, and also for carrying the product of cypress lumber mills controlled by the Des Allemands Lumber Co., the Bowie Lumber Co., the Jeanerette Lumber Co., the Iberia Lumber Co. and the Whitecastle Lumber Co., the president of each of these being R. H. Downman, of New Orleans, who is also president of both railroad companies. Several short lines of railroad are already established by these lumber interests, but they are mainly used for logging. The new road, however, will traverse a rich agricultural country, opening up new rice, cane and cotton fields, but it also has fine timber land.

Continuing, Mr. J. R. Downman, who is the chief engineer, says that curves and grades will be light and the cost of construction low, probably between \$8000 and \$10,000 per mile. The line will be standard gauge, with 60-pound rails. He has recently visited New York to obtain prices on rails and other construction material, as well as on equipment. For the line from Bowie to Thibodaux it is probable that not more than two locomotives will be required, but other rolling stock will be needed, although the equipment of the other roads can be utilized. He would like to hear from railway equipment men about rolling stock for the further extensions which are to be constructed to New Orleans and Beaumont respectively. Mr. Sam R. Ely, present traffic manager for R. H. Downman, will be traffic manager for the new road.

The address of Mr. J. R. Downman, who is a dealer in cypress lumber, is 506 Hennen Building, New Orleans, La.

### Four Kentucky Electric Roads.

President Charles J. Bronston, of the Fayette Interurban Traction Co., at Lexington, Ky., is quoted as saying that four new electric lines, radiating from that point, will be completed within 18 months. These will run to Versailles, Nicholasville, Winchester and Richmond, RECORD—February 25—Galley 18

and will involve the building of about 60 miles of track. This would make an east and west line running from Winchester through Lexington to Versailles, and then a line running south from Lexington to Nicholasville and thence southeast to Richmond, which is nearly south of Winchester. That portion from Lexington to Versailles will first be built by the Fayette company, probably as soon as weather permits, and the Nicholasville line will, it is stated, be constructed immediately, a company with the necessary funds now being in process of formation.

Mr. Bronston expects that the Winchester line will be started in the summer, and that this and also the line to Richmond will probably be built by the new company.

### CHICAGO TO NEW ORLEANS.

#### Could Line be Completed by the Autumn of this Year.

Mr. George J. Gould, head of the Gould system of railroads, has just paid a visit to New Orleans, inspecting its properties there. He is reported as saying:

"We will give New Orleans one of the finest railway lines in the United States when we have completed our line down the Mississippi Valley. This will be a low-grade line, making it possible for us to furnish the very best of service for both freight and passenger traffic. The line will be completed before the bridges are, and we expect to have it in operation next fall. The new line is from Arkansas City to a connection with the Washash, and there are three bridges to be built—the Thebes bridge, across the Mississippi, one across the White, and the other across the Arkansas river. While our line will be about 970 miles to Chicago, our low grade will give us an advantage. From East St. Louis to the Thebes bridge the maximum grade is less than 21 feet, and from there down it is less than 15 feet. New Orleans is and always will be the leading Southern port, and the completion of this line means that a great deal of business now going through other ports will find its way through this gateway. Traffic goes where there is the least resistance, and New Orleans will get its share of the business.

"Soon we will have double tracks all the way to Baton Rouge Junction. About one-third of the distance has been double-tracked already, and the remainder will be done as soon as possible. We need a new station here, and I do not know what will be done. It is hard to get a location. It may be that the new station to be erected by the New Orleans Terminal Co. will solve the problem. I cannot say positively that the 'Frisco' will use our line to Baton Rouge, but I see no reason why it should not, as we are on very friendly terms with the 'Frisco'.

"We have just received 50 locomotives of a large type, have contracted for 37 more, and are considering the placing of an order for 100 more for the different roads of the Gould system. During the last two and a half years 250,000 tons of new steel rails have been laid by the system, and we are doing everything to put our line in perfect condition. The fact that all the great railway systems are seeking an entrance here means something. The Panama Canal will be a great thing for New Orleans, as it means the coming of capital and the fuller development of the city's commercial interests."

### Gulf & Interstate.

It is reported from Galveston, Texas, that control of the stock of the Gulf & Interstate Railway has been purchased by F. M. and F. C. Hubbell, of Des Moines, Iowa, and that application will shortly be made to the court for a termination of the receivership. Then, it is stated, the road will be improved and put in first-class condition with new equipment. L. P. Featherstone was elected president and F. M. Hubbell vice-president. Among the other directors are: D. B. Henderson, C. H. Moore and John W. Campbell, of Galveston (the latter being the receiver); F. C. Hubbell, of Des Moines, and L. L. Featherstone,

of Beaumont. Mr. F. C. Hubbell is president and purchasing agent of the Des Moines Union Railway, and Mr. F. M. Hubbell is its secretary.

President Featherstone is quoted as saying that the road has not actually been sold, but that Mr. F. M. Hubbell has loaned the money necessary to pay off its debt and to improve the line and equipment, Mr. Hubbell taking bonds and stock of the company as securities for the loan.

### Dublin & Southwestern Plans.

Mr. E. P. Rentz, manufacturer of lumber, shingles and laths, writes from Swainsboro, Ga., to the Manufacturers' Record, confirming the report that the Dublin & Southwestern Railroad has been organized to build a line from Dublin, Ga., via Eastman to Abbeville, Ga., about 65 miles. It will connect at Dublin with the Macon, Dublin & Savannah Railroad, and at Eastman with the Southern Railway, and at Abbeville with the Seaboard Air Line. This road, says Mr. Rentz, will traverse some of the finest farming country in Georgia, and the land, where not in cultivation, is in original forest of yellow pine. The engineer in charge is J. P. Pughley, and the incorporators, besides Mr. Rentz, are John J. Simpson and W. D. Harper, of Atlanta, and others.

### New Susquehanna Bridge.

A bill has been introduced in the Maryland Legislature to authorize the Philadelphia, Baltimore & Washington Railroad (Pennsylvania system) to build its proposed new bridge over the Susquehanna river between Havre de Grace and Perryville, Md. It is provided that the bridge shall have two or more tracks, with a pivot draw in the center. It is also provided that the company may construct additional tracks from Oakington to Havre de Grace on the south side of the river, and from Perryville to Principio on the north side of the river. In Havre de Grace the line is to be elevated, crossing the streets at a clear height not less than 14 feet. The situation chosen for the new bridge is not more than 350 feet north of the present bridge, which is a single-track structure. The old bridge is to be removed within a year after the new bridge is completed.

### Middletown & Cecilton.

A bill to incorporate the Middletown & Cecilton Railroad Co. has been introduced in the Maryland Legislature, for the stated purpose of improving communication for that part of Cecil county bordering on the Chesapeake bay and Sassafras river. The company is also given the right to put up electric poles and wires. The incorporators are: William R. Davis, Samuel Hurlock and E. S. Short, of Cecil county, Md.; Edward R. Cochran, Jr., of Wilmington, Del., and William R. Polk, of Birmingham, Ala.

### Southwestern Railway.

The Southwestern Railway Co. has organized at Natchitoches, La., by electing the following officers: G. E. Montgomery, president; J. W. Freeman, vice-president; C. M. Cunningham, secretary; M. A. Aaron, treasurer. Others interested in the road are L. Caspari, S. H. Hill, A. O. Wisner and James McNaught, the latter being of New York. It is stated that construction on the proposed line is expected to begin in April or as soon as rights of way are secured. The road will run from Natchitoches to Crowley, La., 120 miles, and thence to New Orleans, about 140 miles farther.

### Louisiana East & West.

The Louisiana East & West Railway Co. has been organized at Bunkie, La., to build the railroad projected from that place and heretofore described in the Manufacturers' Record. It has filed its charter, which provides for beginning operations as soon as 25 per cent. of the capital stock (the total of which is \$100,000) is subscribed, and that amount has already been taken. The officers are: W. D. Haas, of Bunkie, president; G. W. Sentell, vice-president; T. H. Taliaferro, secretary and treasurer. The board of directors is composed of the officers and J. T. Johnson, Samuel Haas, J. G. Snellings and A. V. Coco.

### Roaring Creek & Charleston Deal.

A dispatch from Clarksburg, W. Va., reports that the Roaring Creek & Charleston Railroad has been sold to E. J. Berwind, of the Berwind-White Coal Co. The Roaring Creek & Charleston road is one of the Coal & Coke Railway Co.'s properties, and the dispatch says that there is only 10 miles of it in operation, but 18 miles additional have been graded. It extends through timber and coal land recently sold, it is stated, by the Davis-Elkins interests to the Berwind-White Co. It is further said that the reason for selling the road was principally to perfect the title of the new owners to the tract of land.

### Railroad Notes.

Mr. Edward F. Cost has been elected second vice-president of the Seaboard Air Line Railway, with office at Portsmouth and having charge of the traffic of the company.

In his annual report President Cecil Gabbett, of the Savannah & Statesboro Railroad, urges the building of the proposed extension from Statesboro, Ga., to Garfield, Ga., 26½ miles.

Mr. J. M. Barr, president of the Seaboard Air Line, writes the Manufacturers' Record that there is nothing whatever in the statement that the Seaboard has closed any deal for control of the Macon, Dublin & Savannah Railroad.

The Pennsylvania Railroad Co. will, it is stated, build 250 locomotives this year. It is expected that most of the engines will be constructed at the company's shops, and that the rest will probably be built at the Baldwin works.

The Mobile, Jackson & Kansas City Railroad Co. is reported to have awarded a contract to the Tennessee Coal and Iron Co. for 16,500 tons of steel rails, with the option of making the contract 20,000 tons. Delivery is to begin March 1. The rails will, it is said, be used between Decatur and Pontotoc, Miss.

The Atlantic Coast Line Railroad reports, for the last six months of 1903, the first half of the current fiscal year, gross earnings, \$9,677,000; increase, as compared with the same period of 1902, \$416,000; operating expenses and taxes, \$6,167,000; decrease, \$108,000; net earnings, \$3,510,000; increase, \$524,000; surplus, after receipts of other income and expenditures for rentals, interest and dividends, \$1,668,000; increase, \$613,000.

The appointment of Mr. William Burckel to be purchasing and fuel agent of the National Railroad Mexico, with headquarters at the City of Mexico, is announced. Mr. John H. Guess is appointed assistant purchasing agent, with headquarters at 30 Pine street, New York. Mr. James Stewart Mac Kie has been elected as secretary and assistant treasurer of the company, to succeed Mr. William Burckel, promoted. All these appointments will be effective on February 18.

# CONSTRUCTION DEPARTMENT.

## TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

### EXPLANATORY.

The Manufacturers' Record seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

### ADDRESS FULLY.

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

### WRITE DIRECTLY.

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

## ALABAMA.

Anniston—Cotton-damask Mill.—Woodstock Cotton Mills will install machinery for manufacturing fancy damasks. Equipment required has been ordered.

Battelle—Coke Ovens.—It is reported that Lookout Mountain Iron Co. will build 150 additional coke ovens.

Birmingham—Lumber Plant.—Mitchell Lumber Co., reported incorporated recently, with \$50,000 capital, expects to equip planing plant and eventually manufacture coffins, etc.

Birmingham—Iron Foundry.—American Castings Co. will increase capital from \$20,000 to \$50,000. It is now building foundry.

Birmingham—Land Improvement.—Mutual Amusement Co. has been organized, with Jake Wells, of Richmond, Va., president; Bradley J. Saunders, vice-president; W. W. Crawford, treasurer, and E. J. McCrossin, secretary, for purpose of expending \$50,000 in improving East Lake Park as a summer resort; 100-room bath-house is included in the improvements.

Birmingham—Coal and Timber Land Development.—Keystone Coal Co. has been organized for development of coal and timber lands near Birmingham, having purchased 1200 acres of coal property and the mineral rights of 3900 acres; machinery will be installed and shafts sunk as soon as arrangements can be made. C. Buckwalter, of Royersford, Pa., is president; Frank Boyer, of Reading, Pa., secretary, and George Ganger, of Reading, Pa., treasurer.

Birmingham—Coal Mine Improvement.—Tennessee Coal, Iron & Railroad Co. will make improvements at its No. 4 coal mine in Ensley at cost of \$20,000, and which include installation of an electric haulage system, increasing output 50 per cent.

Birmingham—Mineral Properties.—J. C. Forney represents capitalists who are about to purchase for development about 1800

acres of mineral properties in Cleburne county.

Birmingham—Electric Power and Gas Plant.—Birmingham Railway, Light & Power Co. will hold stockholders' meeting on March 31 to consider voting bond issue of \$1,000,000 to cover immediate expenses and improvements that will double the power plant and the gas plant.

Brookside—Water Works.—City has called an election for March 7 to vote on issuing \$6000 in bonds for construction of water works. Address The Mayor.

Carbon Hill—Coal Mines.—Galloway Coal Co., offices at Birmingham, will contract for machine mining equipment for two new mines.

Demopolis—Telephone Company.—Incorporated: Demopolis Telephone Co., capitalized at \$15,000, by E. B. McCarty, N. L. Lee and L. L. Lee.

Florence—Strawberry Farm.—Florence Strawberry Co. has been incorporated, with a capital of \$3000, and leased fifty acres of land on which to locate strawberry farm. W. F. McFarland is president; W. M. Sammon, vice-president, and Edward O'Neal, secretary.

Lynn—Coal Mines.—Cranford Coal Co. has been organized, with a capital of \$15,000, by John and Will Dodd, of Lynn; W. M. Barton, of Lynn; J. H. Cranford, of Jasper, and others, to take over and operate the properties of the Parlor Coal Co.

Mobile—Turpentine Plant.—A. P. McPherson is interested in the organization of a company to establish a \$25,000 turpentine plant, using system of the Standard Turpentine Co. Address Mr. McPherson at Bienville Hotel.

Montgomery—Fertilizer and Phosphate Plant.—The Alabama Phosphate Co. has been incorporated, with a capital of \$450,000, to operate phosphate and pyrites mines, manufacture fertilizers, cottonseed oil, etc., and has had plans drawn by Peter S. Gilchrist, of Charlotte, N. C., for erection of \$150,000 plant with capacity of about 50,000 tons of fertilizer per year; several new features in acid making will be introduced. Stockholders are all of Columbia, Tenn., and include J. H. Carpenter, president; J. W. Howard, vice-president, and R. G. Sparrow, secretary.

Opelika—Fire Department.—City contemplates establishing fire department. Address The Mayor.

Selma—Lumber Plant.—G. G. Stallsworth, of Beatrice, Ala., and stockholders of the Fuller Lumber Mills of that town, have purchased 10,000 acres of timber land between Selma and Blocton and will establish large lumber plant on the tract.

Selma—Stove Works.—Selma Stove Works has been organized with Walter C. Smith, president; Henry Franelich, secretary-treasurer, and W. A. Smith, manager, to build the stove works reported recently as proposed. Capital of \$20,000 has been subscribed. Immediate arrangements will be made for the erection of foundry.

Thomas—Iron Furnace.—Republic Iron & Steel Co., offices at Birmingham, has blown in furnace No. 3, which was closed two months ago for repairs. Furnace's capacity is 300 tons daily.

West End—Electric Light and Water Plants.—It is reported that city contemplates building water works and electric-light plant, cost to be possibly \$100,000. Address The Mayor.

Wylam—Street Improvements.—City contemplates improving the streets. Address The Mayor.

Yellow Pine—Lumber Plant.—Western capitalists have purchased Yellow Pine Lumber Co.'s properties, also \$50,000 acres of timber land, and will develop an extensive lumber manufacturing enterprise. They have a capital of \$200,000. E. W. Gates, of Cresset, Ark., is president; George T. Baker, of Davenport, Iowa, vice-president, and W. G. Smith, also of Davenport, treasurer. They, together with H. Bunker and W. H. Wilson, of Davenport, Iowa; C. B. Phelps, of Pana, Ill., and Richard B. Freeze, of Caminto, Ark., are the directors.

## ARKANSAS.

Hot Springs—Slate Company.—Chartered: Hot Springs Slate Co., capitalized at \$500,000, with E. R. Fulton, president; J. B. Russell, vice-president, and A. E. Bittell, secretary.

Louisville—Supplies.—Chartered: Louisville Supply Co., capitalized at \$25,000, with E. M. Newton president and N. V. Harrell secretary.

Newport—Land Improvement and Development.—South Hungary Colonization Society has been incorporated, with a capital of \$200,000, of which \$50,000 has been subscribed, and has for its object the purchase and development of 15,000 acres of land in Jackson county; to establish town sites, manufacturing enterprises, etc. Oliver Salynsky is president; E. E. Barclay, vice-president; Mark Wohl, secretary, and Anton Oster, treasurer.

Waldron—Land Company.—Forester-Duncan Land Co., capitalized at \$5000, has been incorporated, with Charles E. Forester president and Samuel K. Duncan, Jr., secretary.

Walnut Ridge—Mercantile.—Hunt Mercantile Co. has been incorporated, with a capital of \$5000, and Samuel T. Benningfield president.

## FLORIDA.

Chipley—Timber Land Development.—Aycock Brothers, of Moultrie, Ga., have purchased 25,000 acres of timber land near Chipley and will erect saw mill to develop same.

Fairbanks—Shingle Mill.—J. B. McDonald is reported as to build a shingle mill with daily capacity of 60,000.

Gainesville.—A. J. Patterson, of Texas, has purchased an interest in the Kelley-McDonald Lumber Co., and will change title to the Espanola Lumber Co., to be incorporated. Company's saw mill has a capacity of 40,000 feet daily.

Gainesville.—Cooperage Plant.—The Holmes Co. will establish plant to manufacture 60,000 spirit barrels per year, also to produce syrup and potato barrels. Contract for erection of building has been let to Eddins Mfg. Co.

Hastings—Timber Land Development.—O. G. Wanless, of Minneapolis, Minn., has purchased 7000 acres of timber land near Hastings, and will, it is reported, develop same by erection of turpentine plant and lumber mill.

Marianna—Basket and Crate Factory.—Robert J. Boone contemplates installing equipment for manufacturing crates and baskets, and manufacturing general novelties.\*

Jacksonville—Candy Factory.—Incorporated: E. J. Smith Co., capitalized at \$15,000, for manufacturing candies, non-alcoholic beverages, etc., by E. J. Smith, S. J. Smith and Oscar E. Smith.

Pensacola—Furniture Company.—Forbes Furniture Co., for dealing in furniture, has been incorporated with capital of \$12,000, by W. J. Forbes, H. S. Forbes and R. C. Caldwell.

## GEORGIA.

Arcadia—Water Works.—City will vote March 7 on arranging to construct water works. John W. Burton is mayor.

Albany—Pine Products Plant.—Albany Pine Product Co. will rebuild on larger scale its pine product plant recently burned at loss of \$20,000.

Atlanta—Medicine Directory.—Chartered: Podophylet Medicine Co., capitalized at \$10,000, by M. C. Stevens, S. D. Hewlett and J. S. Stevens, for manufacturing medicines.

Atlanta—Ice & Cold Storage Plant.—Incorporated: Piedmont Ice & Cold Storage Co., capitalized at \$150,000, to manufacture ice and furnish cold storage, by W. H. Patterson, W. S. Brown, N. P. Pratt and J. S. Todd.

Augusta—Sewers.—City has awarded contract to Hallihan & Costello at \$6700 for furnishing materials and constructing pipe sewers.

Box Springs—Distillery.—F. M. Davis, of Bullochville, Ga., is erecting government distillery near Box Springs. A. C. Hendy, of Stinson, Ga., is the contractor.

Cedartown—Sewerage.—City has awarded contract to J. L. McPoland & Co., of Birmingham, Ala., for construction of one mile of sewerage.

Clarksville—Cannery.—Charles C. Coale, of Pleasantville, Md., will build cannery. Necessary machinery has been secured.

Clayton—Electric Light Plant.—City will build electric plant for lighting purposes. Address J. A. Reynolds for information.

Cordele—Pine Product Plant.—Cordele Mfg. Co. will rebuild its pine product plant, reported burned at a loss of \$25,000.

Covington—Water-power Electrical Plant.—N. S. Turner, C. H. White and W. C. Clark are organizing company to develop water power and build electric plant on Alecky river.

Fort Gaines—Electric Plant.—M. E. Peterson is said to be interested in efforts being made for establishment of electric light and power plant.

Hawkinsville—Mercantile.—Incorporated: Ragan Mercantile Co., capitalized at \$15,000, with Thos. B. Ragan, president, and L. C. Ragan, secretary.

Hoschton—Flour Mill.—John W. Maddox & Bro. are reported as to build flour mill.

Jefferson—Electric Light and Water Plants.—Paul B. Matthews and H. W. Bell are said to be interested in plans for establishing electric-light plant and constructing water works.

Macon—Mercantile.—Chartered: H. D. Adams Co., with capital of \$10,000, by Elton M. Adams and others.

Marietta—Chair Factory.—Brumby Chair Co. intends to increase capital from \$40,000 to \$100,000.

Maxeys—Cotton Oil Mill.—James M. Smith, Wray Brothers, A. T. Brightwell, W. O. Durham and others will incorporate company to purchase Maxey Mfg. Co.'s cotton gin and build a cottonseed oil mill in connection with that plant.

Montezuma—Harness Factory.—W. E. Vance will erect new building for enlarging capacity of his harness factory.

Nashville—Lumber Manufacturing Plant.—Bartfield & Brewer, of Unadilla, Ga., reported last week as buying 3400 acres of timber land, will purchase additional lands during the next year before arranging to establish lumber manufacturing plant.

Ocala—Electric Light Plant.—City will expend \$5000 for building the electric-light plant reported last week, not \$15,000 as was stated. Bids will be received for thirty days for installation. J. J. Walker is Mayor.\*

Rockmart—Mercantile.—J. C. Crockett, M. D. McGinnis and Mrs. Lorena A. Crockett have incorporated the Rockmart Mercantile Co., with a capital of \$5000.

Sandersville—Electric Light and Water Plants.—McKenzie & Son, of Augusta, Ga., have received contract to build the proposed water works and electric-light plant. Contract price is \$39,000.

Savannah—Printing Company.—Martin Printing Co. has been incorporated, with a capital of \$6000, to conduct printing business, by R. M. Martin, S. P. Martin and D. E. Martin.

Savannah—Distillery.—Kale & Gaultney have let contract for their distillery, previously reported. Building will be 30x50 feet, containing machinery for daily output of 63 gallons of corn whiskey. Amount of investment is \$3800, and the plant will be enlarged later on.

Tifton—Creosoting and Wood-working Plant.—Waymer-Moore Co. has been incorporated, with a capital of \$5000 and privilege of increasing to \$25,000, for manufacture of cross-arms, poles, brackets and other telephone and telegraph supplies; will also erect creosoting plant. F. E. Waymer, of Jacksonville, Fla.; F. J. Moore and Briggs Carson, of Tifton, Ga., are the organizers.

Tifton—Lumber Plant.—H. H. Tift and J. Lee Ensign, of Tifton, and John H. Powell, of Ocala, Ga., have purchased, at about \$200,000, the interests of W. S. P. Osceola, of Cincinnati, O., in the Ensign-Osceola Lumber Co. Property includes 20,000 acres of timbered lands, saw mills, tram road, etc., and it is stated that 50,000 acres of land in Florida have been purchased by the management, this purchase to be first turpentinized and then cut.

Warsaw—Amusement Park.—William H. Labb, C. W. King, P. L. Wooley and L. W. Nelson have incorporated the Electric Park Amusement Co., with a capital of \$20,000 and privilege of increasing to \$40,000, for constructing and operating an electric amusement resort.

Waycross—Gas Plant.—Harding Johnson, of New York, and associates will apply for franchise to establish gas-light plant that will cost \$100,000.

#### KENTUCKY.

Bardstown—Water Works.—City has accepted plans and specifications for construction of water works, and is inviting bids from contractors. Plans on view in office of the City Clerk, W. T. Edison.\*

Georgetown—Gas Works.—Georgetown Water, Gas, Electric Light & Power Co. will build gas plant to replace its old works.

Hopkinsville—Manufacturing.—It is reported that the Peerless Mfg. Co. has been incorporated with capital of \$10,000 and will establish plant.

Hyden.—Telephone System.—Hyden Telephone Co. has been organized by R. M. Jackson, John Woodward, of London, Ky.; Abner Asher, of Hyden, and H. C. Faulkner, of Barbourville, Ky., for construction of telephone system through counties of Clay and Leslie to Hyden.

Lexington—Sewerage System.—City contemplates arranging a \$100,000 bond issue for construction of proposed sewerage system. Address The Mayor.

Lexington—Stationery Company.—Incorporated: McClure & Bronston Co., capitalized at \$7000, to succeed McClure & Bain, booksellers and stationers, by Virgil McClure, C. J. Bronston and C. J. Bronston, Jr.

Lexington—Sewerage System.—City will issue \$100,000 in bonds for the construction of sewerage system. Address The Mayor.

Lexington—Publishing.—Kentucky Publishing Co. has been incorporated, with a capital stock of \$50,000 and the following directors: P. P. Johnston, T. C. McDowell, John B. Castleman, Shelby T. Harbison and others.

Louisville—Tobacco Stemming.—National Tobacco Stemming Machine Co., of Chicago, will build tobacco stemming, to cost \$100,000, capacity daily to be 25 hogheads of leaf. W. A. Sharp, of Chicago, is president.

Louisville—Clothing Factory.—M. S. Schuster has leased three-story building at 231 Sixth street, and will establish clothing factory to employ 150 operatives.

Louisville—Automobile Company.—Incorporated: Kentucky Automobile Co., capitalized at \$20,000, by Ira S. Barnett, A. Levy and Hubert Levy.

Louisville—Tunnel.—Fiscal Court has engaged D. X. Murphy, 250 Fifth street, to prepare plans for the proposed tunnel to connect court house and annex, on construction of which about \$18,000 will probably be expended.

Louisville—Salt-shaker Factory.—Two-In-One Shaker Co. has been incorporated by Alf. V. Oldham, T. L. Jefferson and J. B. Williamson, with capital of \$20,000, to manufacture a patented combination salt and pepper shaker. Offices and plant at Eleventh and Market streets. Machinery has probably not been purchased yet.

Louisville—Bakery.—Grocers' Baking Co. has engaged Charles Keller as architect in charge of erecting its additional building reported last week. Structure will be 65x100 feet in size, and contracts for all necessary bread-making machinery have been awarded. About \$40,000 is being invested. Offices on Seventh street, near Magnolia street.

Newport—Electric-light Plant.—City is reported as to purchase or build electric-light plant. Address The Mayor.

Tyrone—Distillery.—John Dowling & Co. will rebuild their burned distillery, plant to have daily capacity of 300 bushels. Waller White, of Tyrone, is engineer in charge, and William Gregory, of Vanarsdell, Ky., is architect in charge.\*

#### LOUISIANA.

Baton Rouge—Electric-light Plant.—It is reported that C. H. Kretz is interested in movement to build electric-light plant.

Deridder—Mercantile.—Chartered: J. C. Meadows Co., capitalized at \$10,000, with J. B. Eaves as president; J. H. Cannon, vice-president, and J. C. Meadows, secretary.

Donaldsonville—Water Works Improvements.—City has received estimates on proposed water works improvements, from \$8000 to \$10,000 being the amount said to be required. Address The Mayor.

High Point—Marble Works.—Gregory & Molsinger, of Lexington, N. C., will establish marble works.

Lake Charles—Municipal Improvements.—City has voted a bond issuance of \$10,000 for purchase of fire department equipment and system, but the proposition to issue \$100,000 for sewerage and \$70,000 for paving were defeated. Address The Mayor.

Lecompte—Saw Mill.—Lecompte Lumber Co., reported recently, will build mill for daily output of 25,000 feet of long leaf yellow-pine lumber. Address T. E. Ran-

Jennings—Oil-pipe Line.—Crowley Oil & Mineral Co. has let contract to Oil Well Supply Co. for four-inch pipe to construct oil-pipe line six miles long to the Jennings oil fields.

Lumberton—Oil Mill.—Q. C. Norment, B. Godwin, O. T. Williams, K. M. Biggs and others will organize company to build the cottonseed oil mill reported last week.

New Orleans—Telephone System.—Cumberland Telephone Co., offices at Nashville, Tenn., will begin in the spring construction of its proposed line from New Orleans to Scranton, Miss., where connections will be made with New York and other Eastern cities. About \$100,000 is to be expended.

Shelby—Cotton Mill.—J. B. Moore will organize company to build cotton duck mill. Power will be obtained from a local water-electrical plant.

New Orleans—Dry Dock.—McLellan Dry Dock Co. will build an iron sectional dry dock capable of lifting vessels of 3000 to 4000 tons burden. Warren Johnson, of the Johnson Iron Works, will prepare the plans and specifications.

New Orleans—Race Track, Club House, etc.—Southwestern Jockey Club will be incorporated with capital of \$200,000, for construction race track, land for which will be purchased at cost of \$100,000; building \$50,000 club house and stables, and later on erecting \$200,000 hotel. Judge H. L. Lazarus may possibly give information.

Rayne—Cotton Gin.—Jacques Well, of Boudreaux, Leger & Well, will erect square-bale cotton gin.

Plaquemine — Mercantile. — Chartered: Miller Bros., Limited, capitalized at \$6000, with H. L. Miller, president, and W. C. Miller, secretary.

Rayne—Rice Mill.—Ida Rice Mill, owned by J. D. Marks, will, it is reported, be purchased by company which will rebuild on enlarged scale; new structure to be four stories, 240 feet front, covered with galvanized iron, new warehouse will also be erected.

White Castle—Water Works.—It is stated that the Town Council will arrange to complete the water-works system in course of construction. Address, Town Clerk.

#### MARYLAND.

Baltimore—Printing Company.—Luckett-Rittler Printing Co. has been incorporated with capital stock of \$5000, for printing purposes, etc., by Edmund B. Luckett, Henry F. Rittler, William M. Hersch, G. Nelson Thompson and Harry B. Dillehunt.

Baltimore—Lumber Company.—Chartered: Jackson-Kidd Lumber Co., capitalized at \$5000, to deal in lumber, by John J. Kidd, Wm. C. Kidd, J. Herbert Beaton, Charles L. Drawbaugh and William T. Donaldson.

Baltimore—Lighting Company.—Incorporated: Sunshine Gas Light & Supply Co., capitalized at \$10,000, by Henry Halofcener, Nathan J. Myerberg, Abraham Lewis and others of Washington, D. C.

Baltimore—Glass Works.—Pittsburg Plate Glass Co., of Pittsburg, Pa., will establish plant for manufacturing plate glass, wire-glass, etc., and an option on site has been secured. It is said that 200 operatives will be employed. R. T. Conley and Charles H. Harris, representing the company, are registered at Hotel Belvedere, Baltimore, and have offices at Builders' Exchange.

Baltimore—Contracting and Wrecking.—Baltimore Contract & Wrecking Co. has been organized to take contracts for wrecking and building structures, furnishing building materials, etc. R. J. Padgett, Jr., president; William E. Anderson, vice-president; Thomas F. Locke, secretary, and John J. Mahon, treasurer. Capital stock, \$54,000. Offices at 203½ St. Paul street.

Baltimore—Wood-working Machinery Plant.—W. E. Nichols Mfg. Co., of Winchendon, Mass., contemplates establishing in the South, preferably at Baltimore, a plant for the manufacture and repair of chair and other wood-working machinery.

Baltimore—Printing Plant.—John D. Lucas Printing Co. has purchased two buildings at \$20,000, and will remodel them for modern printing plant. This plant will replace the one destroyed by the recent fire. Location: Fayette and East streets.

Havre de Grace—Tin Can Factory.—Lawder Bros., of Baltimore, Md., contemplate establishing a tin-can plant; daily capacity of 50,000 cans.

Havre de Grace—Railroad Bridge.—Philadelphia, Baltimore & Washington Railroad is petitioning the State Legislature for permission to construct another bridge across the Susquehanna river, between Havre de Grace and Perryville. The structure is to accommodate two or more tracks and have a pivotal draw in the center. A. Feldpauche, offices in Philadelphia, Pa., is principal assistant engineer for company.

McDaniel—Cannery.—C. S. Bradley Co. will rebuild its recently burned cannery for tomatoes, corn and pickles. Address company at 1303 Harlem avenue, Baltimore.\*

Northeast—Brick and Tile Plant.—Maryland Art Brick & Tile Co. has received new 125 horse-power engine for its new plant at Northeast, which will be put in operation at an early date.

Oakland—Water Works.—F. T. Martin, of Fairmont, W. Va., previously reported as having received franchise for construction of system of water works at Oakland, has awarded contract for same to Philadelphia, Pa., and Cleveland, Ohio, parties.

Washington, D. C.—Coal and Lumber.—W. J. Dugan, W. W. Payne, Hugh Mitchell and G. F. Havell have incorporated Appalachian Coal & Lumber Co., capitalized at \$500,000.

Walkersville—Flour Mill.—Glade Valley Milling Co. will build flour mill of 100 barrels capacity daily. Capital paid in is \$30,000.

#### MISSISSIPPI.

Crystal Springs—Cotton Oil Mill, etc.—Crystal Springs Cotton Oil, Fertilizer & Mfg. Co., with capital of \$75,000, has been organized to manufacture cottonseed oil, etc. A. Lotterhos is president; W. H. Barron, vice-president; A. T. Tornes, secretary, and E. T. Stackhouse, manager.

Greenwood — Mercantile. — Chartered: Hyman-Lewis Co., capitalized at \$50,000, by Samuel Hyman and M. Lewis.

Grenada—Dry Goods.—Grenada Dry Goods Co., capitalized at \$25,000, has been incorporated by Claude Hall, W. A. Laycock and others.

Gulfport—Cotton Mill.—Dispatches state that J. T. Jones, president of the Gulf & Ship Island Railroad, announces that \$2,000,000 will be invested on the line of his railway during the year for manufacturing enterprises, one of them to be a large cotton mill.

Lexington—Oil Wells.—Lyons Oil Co. has been chartered to drill for oil, by R. U. Lyons, J. C. Clark and others; capital is \$100,000.

Meridian—Electric-power Plant.—Meridian Street Railway & Power Co. contemplates increasing capital to \$250,000 for the purpose of improving its electric plant, etc.

Meridian — Bottling Works. — Greenwald Brothers will erect two-story brick building to be occupied by Louisiana Coca Cola Co. as bottling works.

McComb City—Dry Goods.—Chartered: Holmes Dry Goods Co., capitalized at \$30,000, by D. M. Holmes, D. C. Holmes and associates.

New Albany—Cotton Compress.—Paul J. Rainey, F. M. Rodgers and R. H. Patterson have incorporated New Albany Compress Co., with capital of \$40,000.

Oxford—Brick and Tile Works.—Incorporated: Oxford Brick & Tile Co., capitalized at \$10,000, has been incorporated by C. W. Peattie, J. W. T. Falkner, F. M. Stowers and others.

Pickens — Manufacturing. — Chartered: Hoover Mfg. Co., with capital stock of \$50,000.

Valden—Lumber Mills.—Valden Lumber & Furniture Co. will increase capital from \$30,000 to \$50,000.

Tupelo—Dry Goods.—Chartered: Ballard Dry Goods Co., capitalized at \$10,000, by E. C. Mitts, C. T. Keyes and others.

#### MISSOURI.

Butler—Sewerage System.—City has accepted plans and specifications for the sewerage system previously reported. A disposal plant is part of the project. Burns & McDonnell, of Kansas City, are the engineers. Bids are to be open in March.\*

Jefferson City—Telephone Company.—Kinloch Long Dispatch Telephone Co. has increased its capital stock from \$300,000 to \$500,000.

Kansas City—Electric Power Plant.—Reports state that the proposed Kansas City & Lexington Electric Railway Co. will build a central power plant. J. C. McGrew, of Lexington, Mo., and Stephen A. Mitchell, of Kansas City, are interested in the enterprise.

Kansas City—Gas and Oil Wells.—Chartered: Planet Oil & Gas Co., capitalized at \$5000, by F. W. Eastman, H. L. McCune, M. D. Darnall and others.

Kansas City—Cattle Company.—T. B. McPherson, E. C. Scarlet, F. A. Boxley and others have incorporated Belton Hereford Cattle Co., with capital of \$150,000.

Kansas City—Sewerage System.—City has awarded contract to W. M. Boyd Construction Co. at about \$170,000 for construction of the extension of the 48-inch steel flow-line from Kaw Point to Turkey creek, and which has been previously mentioned.

Kirksville—Lumber Company.—Incorporated: Adair Lumber Co., capitalized at \$25,000, by M. B. Nelson, W. C. Cresson, John Waddill and others.

Poplar Bluff — Implement Company. — Southern Implement Co. has been incorporated by George Green, William A. Holcomb, Kitty Holcomb and others, with capital of \$50,000.

Russellville—Flour Mill.—J. L. Ritchie contemplates building flour mill.

Springfield — Wagon Company.—Incorporated: Springfield Wagon Co., capitalized at \$75,000, by H. F. Fellows, F. J. Curran, W. H. Horine and others.

St. Joseph—Ice Factory and Bottling Works.—Memphis, Tenn., parties are investigating with view to establishing ice factory and bottling works in St. Joseph. Josiah Scott, of St. Joseph, may possibly give information.

St. Louis — Novelty Factory. — Incorporated: World's Fair Novelty Co., capitalized at \$10,000, to manufacture novelties, by Hugh Dennis, D. J. McDonald, Thomas B. Harlan and John H. Boogher.

St. Louis—Packing Company.—Incorporated: Independent Packing Co., capitalized at \$150,000, by James W. Garneau, F. H. W. Krenning, Fred Krey and others.

St. Louis—Construction Company.—Incorporated: James Lawrence Brown Construction Co., capitalized at \$20,000, by James Lawrence Brown, Joseph W. Lewis, John L. Davis and others.

St. Louis—Gas and Oil Wells.—Chartered: Sterling Oil & Gas Co., capitalized at \$4800, by E. E. Tomlinson, F. M. Cockrell, F. W. Eastman and others.

St. Louis—Envelope, etc., Factory.—Any Size Envelope & Mfg. Co. has been incorporated with capital of \$15,000, for manufacture of envelopes, stationery, paper boxes, etc., by A. Whipple, A. G. Brown, R. L. Russell and others.

St. Louis—Catering.—Chartered: Simpson Catering Co., with capital of \$50,000, by S. J. Hoge and others.

St. Louis—Trousers Factory.—Chartered: B. Feldman Pants Mfg. Co., capitalized at \$4000, by Jacob Krause, B. Feldman, Ben F. Reinberger and others.

St. Louis—Millinery.—Chartered: Strauss-Samish Millinery Co., capitalized at \$150,000, by Benj. J. Strauss, Adolph Samish, Jacob D. Goldman and others.

St. Louis—Paper Company.—Incorporated: National Paper Co., capitalized at \$60,000, by Louis Dusard, Henry Remmert, Richard F. X. Smith and others.

St. Louis—Mercantile.—Chartered: Jacob Frank Mercantile Co., capitalized at \$50,000, by Jacob Frank and others.

St. Louis — Publishing. — Incorporated: American Cartoonist Publishing Co., capitalized at \$50,000, by B. S. White and others.

St. Louis—Water Chutes.—Incorporated: Capt. Paul Boyton Water Chute Co., capitalized at \$75,000, to build water chute amusement devices, by James G. Evans, Paul Boyton, Stephen F. Boyton and others.

St. Louis — Construction Company. — Theodore Stegner, Arthur Boenert and Philip G. Erb have incorporated Missouri Realty & Construction Co., with capital of \$10,000.

St. Louis—Heat and Power.—Knutz C. Wideen, Conde L. Denolst and others have incorporated Sun Heat & Power Co., with capital of \$20,000.

St. Louis—White Lead Works.—E. W. Merck White Lead Co., reported incorporated last week with \$25,000 capital, will manufacture white lead and has made preparations to handle a volume of from 1000 to 3000 tons annually. Offices at 900 Collins street.

## NORTH CAROLINA.

Asheboro—Sash, Door and Blind Factory.—Company has been organized for manufacture of sash, doors and blinds. Dempsey Auman will be manager.

Asheboro—Wheelbarrow Factory.—Asheboro Wheelbarrow Co. has been organized, with capital of \$5000, by E. L. Moffit, Thomas D. Harris, H. E. Moffit and Elijah Moffit. Company will erect building and install machinery for manufacturing 100 wheelbarrows per day. Machines and methods of manufacture used are patented by Mr. Harris.

Asheboro—Marble Works.—Gregory & Mottinger, of Lexington, N. C., contemplates establishing branch marble works.

Brewers Mills—Flour Mill.—D. Human is reported as to install additional machinery in his flour mill.

Cerogordo—Lumber Company.—Incorporated: Williamson & Brown Land & Lumber Co., capitalized at \$25,000, by J. C. Williamson, D. W. Brown, H. D. Williamson and E. D. Williamson. Plant to have daily output of 25,000 feet.

Charlotte—Cotton Mill.—John B. Ross will rebuild his burned cotton batting mill. New structure will be of brick, 60x170 feet.

Charlotte—Cotton Oil Mill.—T. J. Davis is interested in the establishment of a cottonseed oil mill.

Claremont—Cotton Gin and Shingle Mill.—G. Ed. McNeill contemplates building cotton gin of eight to ten bales capacity and shingle mill of 20,000 to 40,000 capacity daily.\*

Cliffside—Cotton Mill.—Cliffside Mills' addition, reported last week, is not contemplated to be arranged for some months.

Crouse—Cotton Mill.—J. J. Yoder is endeavoring to organize company to build cotton mill.

Durham—Foundry and Machine Shops.—A. P. Gilbert will establish foundry and machine plant, organizing the Durham Iron Works Co., with paid in capital of \$11,000, to own and operate the enterprise. Main building will be 50x100 feet in size; dimensions of others not determined.

Durham—Foundry and Machine Plant.—N. Underwood writes that a foundry and machine plant, capitalized at \$15,000, will be established.

Earl—Cotton Mill.—J. I. Sarratt and E. Thomason, of Gaffney, S. C., will organize company with \$50,000 capital to build the cotton mill lately noted as proposed. Yarns will be manufactured. No further details have been decided.

Gastonia—Bottling Works.—J. B. Beard, operating bottling works, will erect one-story building, 20x60 feet, for his plant.

Goldensboro—Electric-light Plant.—City's proposed improvements to electric-light plant, recently referred to, will consist of duplicating the engine, boiler and dynamos, the expenditure to be about \$10,000. Address The Mayor.

Greensboro—Shoe Factory.—Incorporated: J. B. Mathis Shoe Co., for manufacturing shoes, by J. B. Mathis, N. Dunbar and W. B. Devlin; capital stock is \$100,000.

Greensboro—Grain, Produce, Etc.—Patterson Co., capitalized at \$50,000, has been incorporated by G. W. Patterson, J. W. Scott and others, of Greensboro; J. F. L. Armfield and others, of Fayetteville, N. C. Offices in Phoenix Building.

Henrietta—Cotton Mill.—Regarding the 10,000-spindle cotton mill mentioned last week as reported to be built, it can be authoritatively stated that R. R. Haynes, of Cliffside, N. C., has no definite plans for the plant.

Henderson—Sewer System.—City has accepted plans and specifications by J. L. Ludlow, of Winston-Salem, N. C., for construction of proposed sewers, and bids for the work are being invited. About eight miles of sewers will be laid. Board of Internal Improvements is in charge.\*

Hickory—Water Works.—City has accepted plans and specifications for proposed water works, recently reported, for which \$80,000 will be available. Bids for construction work, for furnishing materials, etc., are to be opened March 1 and 2. O. Perry Sarle and Edw. W. Shedd, 146 Westminster street, Providence, R. I., are the engineers in charge.\*

Hudson—Cotton Mill.—J. D. Moore, of Gastonia, N. C., will organize a company to build cotton mill, capital stock to be \$100,000.

Kinston—Mills, Etc.—Chartered: Kinston Benevolent Enterprise Co., capitalized at \$10,000, by F. I. Jones, G. E. Morris, T. O. Davis and others, to build mills, etc.

Louisburg—Mercantile.—Chartered: K. P. Hill Co., capitalized at \$20,000, by K. P. Hill, C. H. Hill and J. P. Hill.

Lumberton—Cotton-Oil Mill.—O. C. Norment, B. Godwin, G. B. McLeod, R. D. Caldwell and others have incorporated Lumberton Cotton-Oil & Ginning Co., to build cottonseed oil mill, reported last week. Capital stock is \$100,000.

North Wilkesboro—Mercantile.—Tulbert-Hix Co., with authorized capital of \$25,000, has been incorporated by C. H. M. Tulbert and others.

North Wilkesboro—Clothing.—Incorporated: Greenwood-Neal Clothing Co., capitalized at \$10,000, by Z. D. Greenwood, F. H. Neal, W. F. Wier and J. T. Ruch.

Oxford—Water-power Plant, Flour Mill, etc.—A. B. Kimball, of Greensboro, N. C., contemplates developing a water power which, it is estimated, will furnish from 250 to 500 horse-power. He and W. R. Kimball, of Hargrove, N. C., contemplate building a 100-barrel flour mill, to be one of several industries to utilize the power.

Statesville—Tobacco Factory.—Adams, Charles & Co., will establish a tobacco factory.

Troy—Shingle Mill.—W. J. Baldwin, of White House, and S. J. Smitherman, of Troy, will establish shingle mill.

Troy—Gold Mine.—The old Carter gold mine, near Troy, is being reopened by S. J. Smitherman, J. G. Tomlinson and C. A. Armstrong, the owners.

Weldon—Cotton Mill.—J. T. Evans and J. Bradbury, reported some weeks ago as contemplating the erection of a cotton mill, have organized the Choctoyette Mfg. Co. with capital stock of \$90,000. They intend building for 5000 spindles, to use either water power or electricity, and have dye house attached.

Winston—Medicine Factory.—J. L. Casper, president of the Casper Co., is building a four-story addition to structure recently purchased, and will equip as medicine factory with capital of \$250,000.

## SOUTH CAROLINA.

Abbeville—Mica Mines.—Abbeville Mica Co. has been organized to develop mica deposits. J. S. Gilbert is president; Arthur Parker, secretary, and L. O. Wetherford, manager.

Anderson—Cotton Mill.—It is rumored that the Delaware Cotton Co., of Wilmington, Del., will build mill of 12,500 spindles, to represent the investment of \$100,000, mill building to be 100x250 feet in size.

Charleston—Marine Railway.—Riverside Iron Works, which has been making improvements to its plant and installing additional machinery, has purchased equipment for marine railway at a cost of \$15,000.

Chester—Cotton Mill.—Wylie Mills will install additional machinery to include 5,000 spindles. It is reported that contract has been awarded.

Columbia—Water Works.—Municipal Water Works Commission, J. W. Babcock, Chairman, has submitted to City Council reports on sources of supply for the proposed municipal plant, previously reported. Estimates on cost, utilizing various sources, range from \$274,890 to \$562,210; cost of distributing system, for any of the sources, is estimated at \$125,000. A supply from the Congaree river, cost \$274,890, is favored by the Commission. J. L. Ludlow, of Winston-Salem, N. C., is consulting engineer.

Union—Lumber Yards.—Wallace Lumber Co. has been incorporated with capital of \$10,000, by D. H. Wallace, J. D. Smith and S. Means Beatty.

West Union—Lumber Plant.—L. M. Brown has purchased, will enlarge and operate the lumber plant of J. C. Shockley.

## TENNESSEE.

Chattanooga—School Buildings.—City has made final decision as to certain new school buildings, and will erect one structure to cost \$50,000, and three others of which the cost is not stated. Address The Mayor.

Chattanooga—Machine Works.—Frederick H. Wakeman has purchased the Standard Machinery Co. and plant at \$21,000. He will continue the plant, probably making considerable improvements and enlargements.

Clarksville—Pickle Factory.—D. C. Woerner, of Liverpool, N. Y., contemplates establishing pickle factory at Clarksville.

Clarksville—Pearl-button Factory.—W. S. Watson, of Memphis, Tenn., is negotiating with Business Men's Association relative to establishing pearl-button factory.

Dayton—Electric-light Plant.—Rumors state that electric-light plant franchise will be granted to private parties. Probably The Mayor will give information.

Franklin—Saw and Planing Mill.—Fred Wells and H. E. Foster will erect saw and planing mill.

Gainesboro—Flour Mill.—S. B. Fowler is reported as to build flour mill, replacing plant burned recently.

Gleason—Saw Mill.—Montgomery & Trevathan will build saw mill.

Gleason—Heading Factory.—F. Y. Adams, of Sharon, Tenn., will install equipment for manufacturing headings.

Gleason—Saw Mill.—Drewry & Parks will build saw mill.

Hillsboro—Coal Lands.—Dispatches state that A. E. Deering will develop coal deposits found on his lands.

Humboldt—Flour Mill.—J. J. Tatum, of Alamo, Tenn., proposes organizing company to build 100-barrel flour mill. This is probably the \$30,000 mill company mentioned last week.

Jackson—Cotton Mill.—Commercial Club is negotiating with Eastern capitalists for the establishment of cotton factory.

Knoxville—Fire Department Improvements.—City will arrange to expend from \$15,000 to \$20,000 for buying additional fire department equipment and making improvements. Address The Mayor.

Knoxville—Chartered: Cruze-Sterling Co., capitalized at \$15,000, by C. C. Cruze, O. P. Sterling, L. A. Hayes and others.

Memphis—Mercantile.—Incorporated: G. I. Busby Co., capitalized at \$25,000, by B. I. Busby, John S. Hampton, C. S. Blackburn and others.

Memphis—Mercantile.—Hugh Pettit, C. W. Edmonds, R. F. Shaw and others have incorporated the Hugh Pettit Co., with a capital of \$10,000.

Nashville—Musical Instruments.—Frank Fite Music Co. has been incorporated, with capital stock of \$200,000, by Frank G. Fite, Tom Grainger, Olney Davies and others.

Nashville—Grain Elevator.—Hughes, Green & Co. have awarded contract for construction of their proposed grain elevator, its capacity to be 60,000 bushels bulk or 200,000 bushels of sacked grain. About \$25,000 will be the cost.

Nashville—Timber Company.—Incorporated: Hassell-Hughes Timber Co., capitalized at \$50,000, by T. S. Hughes, T. S. Hassell, J. J. Montague and others. Address, care of John A. Pitts.

Nashville—Electrical Supply House.—E. F. Pool will erect business building to be occupied by Fred D. Ridge as an electrical supply house.

Newport—Electric Light Plant, etc.—Newport Mill Co. will build cornmeal mill of 1200 bushels capacity, and install electric equipment for 1200 lights. Motive power will be 170 horse-power water-wheel. Contract for water-wheel has been awarded, but it is believed that the other contracts have not been signed. E. S. Early will be the engineer in charge of construction and design.

Piney Flats—Cannery and Woodworking Plant.—Piney Flats Mfg. & Cannin Co. is the correct title of company reported last week as organizing. It will build cannery and woodworking plant, building to be two stories high, 70x140 feet, with wing 24x40 feet. From \$3000 to \$10,000 will be invested.

Springfield—Flour Mill.—It is reported that John W. Huffman will build mill with daily output of 50 barrels of flour.

Vinta—Flour Mill.—B. F. McGrew, of Pulaski, Tenn., has purchased Chambers Mills and will remodel the plant to the sifter system.

Sweetwater—Electric-light Plant, etc.—Reports state that the city has decided to issue \$40,000 bonds for construction of electric-light plant, water works, modern streets, etc. Address The Mayor.

Waynesboro—Ice Factory.—Clifton Ice Co. has been incorporated with capital of \$5000, by J. K. Barlow, J. R. Russ, F. A. Mansfield, T. S. Hughes, all of Clifton, Ky., and others, for establishment of an ice factory.

## TEXAS.

Ablene—Mercantile.—Incorporated: Hayden Grocery Co., capitalized at \$15,000, by George Hayden, A. J. Chandler and F. W. Yenn.

Ablene—Mercantile.—Emporium Millinery Co. has been incorporated by S. W. Baldinger and others, with capital of \$5000.

Ablene—Flour Mill.—E. A. Bean has purchased and contemplates remodeling the Ablene Flouring Mills, daily capacity 100 barrels.

Austin—Oil and Asphalt Company.—Walnut Creek Oil and Asphalt Co. has been incorporated, with capital of \$20,000, to prospect for oil and other minerals, by Mike Butler, A. J. Eilers, G. W. Walling, Jr., and others.

Ballinger—Cotton Compress.—H. T. Williams, of Brownwood, Texas, will erect \$35,000 cotton compress.

Batson—Pumping Plant.—Jackson & Pratt have purchased half acre site and let contracts for construction of air-pumping plant.

Beaumont—Oil Wells.—Paraffine Oil Co., S. W. Pipkin, president, contemplates increasing its present capital of \$10,000 for further development of its oil properties. Offices in Weiss Building.

Beaumont—Drilling.—Chartered: Dixon Drilling Co., with capital of \$10,000, to prospect for oil and minerals by W. H. Graham, H. L. Smith, B. E. Taylor and others.

Cleburne—Creamery.—J. H. Cooley, of Hillsdale, Ill., will organize company for establishment of creamery in Cleburne.

Cleburne—Cattle Company.—Incorporated: Belvedere Cattle Co., capitalized at \$10,000, by S. M. Hill, J. G. Hill and James Johnson.

Columbia—Mercantile.—Chartered: J. C. Falkney Mercantile Co., with capital of \$2500, by J. C. Falkney and others.

Cypress—Rice Mill.—C. E. House, of Springfield, Ill., is erecting rice mill at Cypress.

Dallas—Optical Company.—Panama Optical Co. has been incorporated with capital of \$10,000, by J. A. Meador, W. W. Manning, S. H. Harlock and others.

Dallas—Railroad Interlocking Plant.—Gulf, Colorado & Santa Fe Railway and other railways will construct an interlocking plant, to cost about \$25,000. W. C. Nixon, of Galveston, is general manager.

Dallas—Oil Wells.—Chartered: Clem Oil Co., with capital of \$20,000, by A. W. Clem, Guy Sumpter and J. N. Wharton.

Dallas—Telephone System.—Southwestern Telephone & Telegraph Co. will apportion \$10,000 for betterments to its telephone system at Oak Cliff, suburb of Dallas. J. E. Farnsworth, general manager.

Fort Worth—Cotton Oil Mill.—Charles Bryson, John H. Bryson, both of Comanche, Tex., and A. Hargroves, of Dublin, Tex., contemplate building a 100-ton cottonseed oil mill.

Fort Worth—Mercantile.—Chartered: Way-Ware-Sprecher Commission Co., with capital of \$25,000, by W. T. Way and others.

Granbury—Mercantile.—Incorporated: Haralson Dry Goods Co., capitalized at \$20,000, by J. H. Howard, Jess Baker, G. W. Landers and others.

Henrietta—Oil Wells.—Lockridge Oil Co., recently reported incorporated with capital of \$50,000, will build 50x16 pumping plant. It will produce oil paraffine base, capacity 40 barrels. Extent of investment not to be made public. Address care of J. W. Lockridge, Hurville, Texas.\*

Houston—Oil-pipe Line.—Parties interested in the proposed Houston-Batson railroad project will organize \$500,000 construction company to build and equip the road, and will make a provision in charter of company for laying an eight-inch oil-pipe line from Batson to Houston. Edward Kennedy, of Houston, is interested.

Houston—Grist Mill.—Armstrong Grain & Investment Co. is installing grist mill.

Houston—Oil Wells.—Chartered: Lajarza Oil Co., with capital of \$100,000, by A. S. Fisher, H. Masterson, R. E. Brooks and others.

Houston—Lumber Mills.—J. I. Campbell Co. has been incorporated, with capital of \$500,000, for conducting lumber business and to operate saw and planing mills; incorporators are J. I. Campbell, I. L. Campbell, Y. W. McNeil and A. F. Sharp, Jr., all of Houston.

Houston—Oil Wells, Pipe Lines, etc.—Judge A. S. Fisher, the original promoter and organizer of the Hogg-Swayne Syndicate, has, with E. R. Brooks, W. T. Campbell, E. R. Spotts and others, organized a company, with capital stock of \$100,000, for extensive development of oil properties which it is said to own and which is valued at \$500,000; pipe lines will be constructed and other improvements made.

**Houston—Fire Alarm Telegraph System.**—City will soon advertise for proposals on installing fire alarm telegraph system, its switchboard, batteries and central station apparatus having been destroyed by a recent fire. Address the mayor.

**Houston—Cellulose Factory.**—Marsden Cellulose Co., of Philadelphia, Pa., contemplates building plant for the manufacture of cellulose, a product from the corn stalk pith. This product forms the basis of manufacture for linen paper, celluloid, smokeless powder, etc.

**Lufkin—Ice Plant.**—Lufkin Ice Co., reported incorporated last week, with \$40,000 capital, has let contract for a 20-ton ice and cold-storage plant.

**Mabank—Cotton Mill.**—Local business men have accepted proposition of Eastern capitalists for building cotton mill, to be capitalized at \$300,000. John H. Dill can give information.

**Navasota—Cannery.**—Board of Trade is considering a proposition for establishment of canning plant with daily capacity of 20,000 cans.

**Palestine—Cold Storage and Packing Plant.**—Palestine Cold Storage and Packing Co., with capital of \$20,000, has been incorporated by P. W. Ezell, W. M. Lacy, A. L. Bowers, William Boyles and A. S. Fox.

**Paris—Cotton Mill.**—Dispatches state that Etowah Mills, of Greensboro, N. C., has made proposition to build mill of 20,000 spindles. Company named was reported in January, under Greensboro, N. C., as having incorporated with capital of \$1,000,000. W. I. Young, of Greensboro, is the principal of the company.

**Plantersville—Saw Mill.**—A. S. D. Sammons, of Navasota, Tex., has purchased 10 acres of pine timber lands and will erect saw mill.

**Port Arthur—Oil Refinery.**—New York capitalists will build plant to refine oil from the Batson oil fields, and it is reported that their representative, F. W. Maddox, is now in Port Arthur to perfect arrangements to begin construction work.

**Proddy—Mercantile.**—Incorporated: McCulley Mercantile Co., capitalized at \$5,000, by J. W. McCulley, of Proddy; D. Andrews and G. E. Andrews, of Brownwood, Tex.

**San Antonio—Grist Mill.**—C. H. Rust has ordered equipment for grist mill and miller's engine, to be operated by six horse-power gasoline engine.

**Seymour—Mercantile.**—Chartered: W. R. Lee & Co., with capital of \$15,000, by W. R. Lee and others.

**Seymour—Mercantile.**—Chartered: Lively, Doss and Russey, with capital of \$10,000, by J. T. Lively and others.

**Sequin—Brick and Pipe Works.**—Charles Blumberg, Fritz Blumberg, Henry Koepsel, Edward Wuest and others will organize a company with a capital of \$25,000, to establish brick and sewer pipe works. It is said the Messrs. Blumberg have gone East to buy the machinery needed.

**Sour Lake—Oil Wells.**—Burt McGaffey Petroleum Co. has been incorporated, with capital of \$50,000, for development of petroleum properties. R. E. Burt, Otis McGaffey, Jr., and C. H. Briggs are incorporators.

**Terrell—Mercantile.**—Chartered: Terrell Wholesale Grocery Co., with capital of \$100,000, by Matthews Cartwright and others.

**Waco—Water-works Improvement.**—City will expend about \$20,000 in improving its water-works system. Address The Mayor.

**Waco—Medicine Factory.**—The Anti-Explo Co. is reported to be organized for establishing medicine factory.

**Whitesboro—Fruit Farms.**—Chartered: Whitesboro Fruit Co., capitalized at \$25,000, by A. H. Curleaver, J. G. Jameson, J. M. Bennet and others.

#### VIRGINIA.

**Emporia—Cotton Mill.**—Emporia Cotton Mills has been incorporated, with a capital of \$100,000, and will build plant for 4500 spindles. W. Samuel Goodwin is president and Thomas W. Brown treasurer.

**Fredericksburg—Water Works Improvements.**—City Council has asked that estimates be obtained on proposed water works improvements, including erection of pump-house, laying new pipes, additional reservoir facilities, a new pump. About \$16,000 will probably be expended. Address The Mayor.

**Leesburg—Scale Co.**—Incorporated: Kincheloe Scale Co., capitalized at \$50,000 with privilege of increasing to \$100,000, by J. M. Kincheloe, president, and others.

**Lynchburg—Water Works.**—Last week's reference to a municipal filtration system was an error. The facts are that the city expects to call for bids soon on the construction of a gravity supply, in accordance with decision previously announced. Plans and specifications are now being prepared for this work, and the proposals will probably be called for in less than a month. H. L. Shaner is City Engineer.

**Mathews County—Land Development and Improvement.**—New Point Comfort Corporation has been chartered, with capital of from \$10,000 to \$100,000, for building new resort in Mathews county; improvements to include erection of hotel, wharves, piers, etc. Harry C. Dodson is president; M. B. Crowell, vice-president; R. C. Brown, secretary-treasurer, and R. W. Mallett, general manager, all of Norfolk, Va. C. W. Tebault, of Norfolk, is also said to be interested.

**Norfolk—Water Works.**—City has decided upon laying 30-inch water main and will soon advertise for bids. Address The Mayor.

**Norfolk—Mercantile.**—Incorporated: W. D. Murray & Co., capitalized at \$5,000, with W. D. Murray president.

**Norfolk—Realty.**—Chartered: Chesterfield Heights Corporation, capitalized at \$150,000, by S. A. Moore, president, and others.

**Richmond—Telephone System.**—Blair Telephone Co. has been incorporated, with capital of \$40,000, and E. C. Williams president.

**Saltville—Lumber Company.**—Incorporated: Palmer-Thomas Lumber Co., capitalized at \$50,000, with Charles F. Palmer, president.

**Saltville—Land, etc.**—Incorporated: Palmer Land & Cattle Co., capitalized at \$25,000, with Charles F. Palmer, president.

**Savannah—Pharmacy.**—Chartered: Masonic Temple Pharmacy, capitalized at \$10,000, by L. B. Strutton, Wilton S. Osborne and associates. They have purchased an established business.

**Stony Man—Copper Mine.**—Virginia Lode & Copper Co. will erect additional buildings and install new machinery at its ore mines.

**Staunton—Lumber-manufacturing Plant.**—John Fenderson, of Owego, N. Y., has purchased about 900 acres of pine timber lands in Spotsylvania county, and it is understood he proposes establishing a lumber-manufacturing plant.

**Waverly—Mercantile.**—Incorporated: C. Fleetwood Co., capitalized at \$50,000, with P. Fleetwood, president.

**Valley Centre—Flour Mill.**—Edward Matthey contemplates rebuilding his flour mill, and has secured plans for master wheel and gearing.

#### WEST VIRGINIA.

**Big Stone Gap—Coal Lands.**—Chartered: Tazewell Coal & Land Corporation.

**Cameron—Hardware.**—J. D. Owens Hardware Co. has been incorporated, with a capital of \$10,000, by J. D. Owens, E. E. Ainsel, both of Cameron; Guy A. Turbee, of Mannington, W. Va., and others.

**Clarksburg—Stogie Factory.**—Incorporated: Clarksburg Stogie Co., capitalized at \$25,000, for manufacturing stogies, by Ray Alexander, M. N. Shuttlesworth, John J. Denham and others.

**Elkins—Timber Land Development.**—It is reported that arrangements are being made for development of 12,000 acres of timber land at Wildell, near Elkins, owned by Merritt and M. N. Wilson. Preparations are being made for erection of necessary buildings and mills.

**Huntington—Brick Works.**—Chartered: Huntington Red Brick Co., capitalized at \$50,000, by A. J. Crawford, A. H. Evans, A. C. Howell and others of Central City, W. Va.

**Morgantown—Glass Factory.**—Penn Mirror & Mfg. Co., whose plant was reported burned at loss of \$60,000, will probably rebuild, but has not as yet made any definite plans.

**Parkersburg—Bookstore.**—Incorporated: H. P. Moss Bookstore Co., capitalized at \$50,000, by H. P. Moss, W. N. Chandler, H. H. Moss and others.

**Richmond—Coal Company.**—Seaboard Coal Co. has been incorporated.

**Scarbottling Plant.**—Incorporated: Spencer Bottling Co., capitalized at \$5,000, by J. M. Bradley, W. E. Deegans, C. P. Calloway and John B. Hofmiller, of Glen Jean, W. Va., and W. M. Spencer, of Scarbro.

**Sun—Coal Mines.**—Black Fork Coal Co., capitalized at \$200,000, has been incor-

porated to mine coal. Incorporators: John Laing and F. Howald, of Rush Run, W. Va.; James Laing, W. N. Jasper and John B. Laing, of Sun.

**Wheeling—Gas and Oil Wells.**—Ambrose Oil & Gas Co. has been incorporated, with a capital of \$100,000, by George Wise, James Story, Ambrose List and others.

#### INDIAN TERRITORY.

**Gwendale—Iron Mines and Furnaces, etc.**—Dispatches state that C. H. Hallett (probably of Guthrie, O. T.), Rev. J. E. Wolfe, of Gwendale, and associates will arrange for the development of iron ore properties in the Cherokee Nation and the establishment of iron and steel mills to work up the ores; also reported that other mineral properties, such as zinc, lead, oil, etc., will be developed. It is also said that Gen. Nelson A. Miles, of Washington, D. C., and associates will establish plant for carbonizing crude oil, converting it into a form resembling coke, for fuel purposes.

**Ocmulgee—Gas and Oil Wells.**—L. D. Thurston, of Lima, Ohio, has leased 1300 acres of oil and gas lands near Ocmulgee and Bristow, and will install machinery at once for developing the property.

#### OKLAHOMA TERRITORY.

**Anadarko—Water Works.**—Bids will be invited soon for the construction of the proposed municipal water works. See item under Lawton.

**Anadarko—Electric-light and Sewer System.**—City has voted affirmatively on the proposed issuance of \$50,000 bonds for construction of electric-light plant and sewerage system. Address The Mayor.

**Chandler—Gas and Oil Wells.**—W. S. Morris, of Colorado Springs, Col.; H. M. Johnson, John M. Hale and others, of Chandler, have incorporated the Chandler Oil & Gas Co., with a capital of \$10,000.

**Cushing—Mineral Developments.**—Chartered: Farmers' Oil, Gas & Mineral Stock Co., capitalized at \$200,000, by G. C. Hampton, S. A. Deloy, H. T. Carver, C. B. Swartout and others.

**Edmond—Oil Wells.**—Edmond Oil Co. has been incorporated, with a capital of \$75,000, by William Bryant, C. A. Barrett, W. J. Huffman and others.

**El Reno—Gas Plant.**—El Reno Gas Co. will be organized to build the plant reported last week as projected by H. T. Harvey, of Battle Creek, Mich. Mr. Harvey can be addressed.

**El Reno—Bakery.**—O. B. Pruitt, Carter Terhune, Charles J. Kant and others have incorporated El Reno Baking & Confectionery Co., with \$60,000 capital.

**Enid—Telephone System.**—M. M. Davis, W. H. Hatch, G. W. Halliday and others have incorporated Oklahoma Rural Telephone Co., with a capital of \$20,000.

**Guthrie—Cotton Mill.**—Alexander Hamilton, of Rome, Ga., is about to make a definite proposition for the establishment of the cotton mill recently referred to.

**Guthrie—Telephone System.**—Pioneer Telephone & Telegraph Co., with capital stock of \$3,000,000, has been incorporated to establish and operate telephone systems, by Henry E. Asp, of Guthrie; John M. Noble, of Oklahoma City; E. D. Nims, of Muskogee, I. T.; George W. Barnes, of Toledo, Ohio, and others.

**Hobart—Water Works.**—Bids will be invited soon for the construction of the proposed municipal water works. See item under Lawton.

**Hominy—Trading Co.**—Chartered: Hominy Trading Co., capitalized at \$10,000, by Frederick Drummond, Prentiss Price, Percy Dixon and George M. Treadway.

**Lawton—Water-works Systems.**—Plans and specifications for the construction of proposed water works at Lawton, Hobart and Anadarko have been received, and Gerard H. Matthes, Government Geologist, states that bids for the construction will be called for soon. Bids will be asked for the three systems combined. Proposals to be opened March 26.

**Luther—Gas and Oil Wells, Coal Mines, etc.**—Luther Coal, Oil & Gas Co. has been incorporated, with a capital of \$100,000, by J. C. Finch, J. C. Arnett, C. Dawson and others.

**Meeker—Mineral Developments.**—Chartered: Oklahoma & Pennsylvania Oil, Gas & Mineral Co., capitalized at \$50,000, has been incorporated by John H. Baugh, Edgar N. Sweet, David Day and others, of Meeker, and J. L. Frantz, of New Kensington, Pa.

**Morrison—Grain Company.**—Allan Daniels, Albert Haidley, Fred. Schroeder and others have incorporated Morrison Grain Co., with a capital of \$10,000.

**Oklahoma City—Soap Factory.**—Oklahoma Soap & Oil Co. will increase capital and enlarge its plant.

**Oklahoma City—Milling, Lumbering, Etc.**—Interstate Co-operative Co. has been incorporated with capital stock of \$5,000,000 for conducting general milling, lumbering, live stock and farming business by Ira J. McGee and George J. Munroe, of Chicago, Ill.; W. F. Harn, of Oklahoma City, and others.

**Ponca City—Mining.**—Senate Mining Co. has been incorporated with capital of \$500,000 by H. C. R. Brodhol, Roy Hampton, William Morgan and others.

**Shawnee—Oil Well.**—Brissey & Hall will install machinery and develop oil well at once.

**Shawnee—Gas and Oil Wells.**—Incorporated: Kickapoo Oil & Gas Co., capitalized at \$350,000, by R. D. Hall, D. B. Smith, W. C. Brissey and others, of Oklahoma City, O. T.

**Tonkawa—Telephone Company.**—Farmers Mutual Telephone Co. has increased capital from \$2500 to \$10,000.

#### BURNED.

**Albany, Ga.—Albany Pine Product Co.'s plant;** loss \$15,000.

**Charlotte, N. C.—John B. Ross' cotton batting mill;** loss \$8,000.

**Charlotte, N. C.—John B. Ross' bottling plant;** loss reported at \$8,000.

**Comanche, Tex.—Saunders, Harris & Rhem's cotton gin;** loss \$5,000.

**Comanche, I. T.—Saunders Gin Co.'s cotton gin;** loss about \$35,000.

**Cordele, Ga.—Cordele Manufacturing Co.'s pine product plant;** loss \$25,000.

**Hattiesburg, Miss.—J. S. Doyle's saw mill;** loss \$4,000.

**Morgantown, W. Va.—Penn Mirror & Manufacturing Co.'s plant;** loss \$60,000.

**Oklahoma City, O. T.—Jordan Iron Co.'s foundry;** loss, \$5,000.

**Montrose, Ark.—W. P. Coe's saw mill;** loss about \$15,000.

**Shreveport, La.—Round-house of the Louisiana Railway & Navigation Co.;** loss about \$5,000.

**St. Louis, Mo.—Belle-Hickey Showcase Mfg. Co.'s plant and Goodfellow Shoe Mfg. Co.'s plant, both in one building;** total loss reported at \$50,000.

**Westminster, Md.—J. C. Eckenrode's blacksmith and coach shops.**

**West Plains, Mo.—M. Jarvis, Jr.'s distillery;** loss, \$10,000.

**Wilmington, N. C.—Hall & Pearsall Co.'s naval stores warehouse;** loss \$25,000.

#### BUILDING NOTES.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

**Abbeville, La.—Hotel.**—J. O. Lege will build hotel, three stories high, of brick, plans and specifications for which have been prepared by George Honoid.

**Albany, Ga.—Lodge Building.**—Evergreen Lodge, No. 65, I. O. O. F., is having plans made and will soon begin erection of its proposed structure.

**Anadarko, O. T.—School Building.**—Kean & Boogher, of Hobart, O. T., have contract, at \$13,680, for erection of an eight-room school building.

**Ardmore, I. T.—Elks Hall.**—Ardmore Elks Association will erect hall building to cost \$10,000.

**Arlington, Md.—Casino.**—Electric Park Amusement Co., Gustavus Fenneman, president, will rebuild casino, reported burned some weeks ago. New structure will cost \$40,000. It will be 62x291 feet, steel frame work, etc., and construction will be in charge of H. Thuman.

**Athens, Ga.—University.**—University of Georgia will open bids March 10 for construction of three-story brick building 70 x 130 feet, to replace Science Hall recently burned. Plans can be seen at office of C. M. Strahan, architect.

Augusta, Ga.—Store Building.—George H. Howard will erect two-story store and flats building, to cost \$12,000.

Baltimore, Md.—Custom House.—Henry Smith & Sons, contractors for the United States Custom House, now in course of erection, estimate that the incomplete work has been damaged to the extent of about \$200,000 by the recent fire. It is stated that the contractors will make the necessary repairs, continue the construction, and ask Congress to reimburse them for the outlay.

Baltimore, Md.—Office Building and Station.—Baltimore & Ohio Railroad Co.'s plans in connection with providing offices to replace the building recently burned include a large combined general office building and station on the site of Camden Station and the five-story terminal warehouse opposite. A structure is contemplated eight or ten stories high, 100 by 185 feet in size. An expenditure of several million dollars would be required in connection with terminal facilities. George L. Potter, general manager of company.

Baltimore, Md.—Church.—Church of the Messiah will build edifice to replace structure destroyed by the recent fire. Rev. Peregrine Wroth is pastor.

Baltimore, Md.—Wharves.—City will arrange for early commencement of construction work to replace wharves destroyed by the recent fire. Probably from \$300,000 to \$400,000, and possibly more, will be expended. Address Baltimore City Harbor Board, N. H. Hutton, chief engineer, City Hall.

Baltimore, Md.—Office Building.—Charles H. Jones, Jr., of New York City, has taken option on lot 75 feet square in the burned district, intending to erect modern office building on the site. He is registered at The Sherwood, in Baltimore.

Baltimore, Md.—Warehouses.—Jackson C. Gott, 218 North Charles street, has prepared plans for three warehouses, to be erected in the fire district. Also will plan remodelling Gaither buildings, in fire district, at cost of \$100,000.

Baltimore, Md.—Warehouses.—Daniel Harding, of Towson, Md., has contracts to rebuild a number of warehouses destroyed by the recent Baltimore fire.

Baltimore, Md.—Warehouses.—William J. Beardsley, 443 Milton avenue, has received orders to prepare plans and specifications for eight buildings, to be erected in the fire district.

Baltimore, Md.—Wharves.—Merchants' & Miners' Transportation Co. will arrange for early reconstruction of its burned wharves at Union Dock.

Baltimore, Md.—Store Building.—Thomas & Thompson, temporarily established at Charles and Mulberry streets, will rebuild store-building, Baltimore and Light streets, as soon as city is prepared to issue permits. Probably \$100,000 will be expended.

Baltimore, Md.—Office Building.—Maryland Trust Co., temporary office at 207 Maryland Telephone Building, will repair its burned office building, expending probably \$100,000.

Baltimore, Md.—Office Building.—Mercantile Trust & Deposit Co., temporary offices at 610 Cathedral street, has engaged Joseph E. Sperry, of Baltimore, and York & Sawyer, of New York, to prepare plans for repairs to its banking building damaged by the recent fire. Probably \$50,000 will be expended.

Baltimore, Md.—Business Building.—Joseph E. Sperry, of Baltimore, and York & Sawyer, of New York, will draw plans and specifications for rebuilding the Riddlemoser Building, valued at about \$200,000, destroyed by the recent fire.

Baltimore, Md.—Office Buildings.—Joseph E. Sperry, of Baltimore, and York & Sawyer, of New York, will prepare plans and specifications for repairing and restoring the Calvert Building and the Equitable Building, damaged to the extent of probably \$400,000 to \$500,000 by the recent fire.

Baltimore, Md.—Stock Exchange.—Baltimore Stock Exchange, present location Hotel Stafford, will have plans and specifications made by Howell & Stokes, of New York, N. Y., for rebuilding exchange building; will be five stories, 60x125 feet, of stone, brick and iron, with elevators, steam heat, electric lights, etc. Cost, \$125,000.

Baltimore, Md.—Business Building.—J. Evans Sperry, 39 Builders' Exchange, will prepare plans for the new building for Riddlemoser estate, on Fayette, near Charles street; will be six stories, of stone, brick and iron, with elevators, steam heat, electric lights, etc., and cost \$100,000.

Baltimore, Md.—Warehouse.—Baldwin & Pennington, 311 North Charles street, will prepare plans for four-story warehouse for Theodore Marburg, 60x125 feet, of brick, stone and iron, to have steam heat, electric lights, elevators, etc.

Baltimore, Md.—Wharf.—Alvin R. Morrison, connected with Baltimore Construction Co., has contract for rebuilding South Street Wharf of the Chesapeake & Atlantic Steamboat Co.

Baltimore, Md.—Warehouse.—J. Evans Sperry, 39 Builders' Exchange, will prepare plans for five-story warehouse for Emanuel Greenbaum, to have steam heat, electric lights, elevators, etc. Cost, \$75,000.

Baltimore, Md.—Building.—Board of directors has decided to rebuild Chamber of Commerce building, at cost of \$300,000. James C. Gorman, president, Masonic Temple.

Baltimore, Md.—Hotel.—Michael Mullin plans to build \$300,000 hotel, to replace structure destroyed by the recent fire.

Baltimore, Md.—Office Buildings.—George A. Fuller Co., 137 Broadway, New York, has contract to repair banking building of Alexander Brown & Sons and banking building of Union National Bank as soon as city will issue permits. Fuller Co. has Baltimore office at 612 North Calvert street.

Baltimore, Md.—Office Building.—Daily Record Building Co. will rebuild its office building, at Fayette and St. Paul streets, destroyed by the recent fire, expending probably \$250,000.

Baltimore, Md.—Apartment House.—Chas. E. Cassell, Charles and Saratoga streets, will prepare plans and specifications for four-story brick and stone apartment house, 45x130 feet, to have steam heat, elevators, electric lights, etc., and to cost \$75,000. Thomas Brundige will be the owner.

Baltimore, Md.—Bank Building.—Baldwin & Pennington, 311 North Charles street, will prepare plans for rebuilding structure of National Bank of Commerce; building will be one story, 75x100 feet, and contain steam heat, electric lights, etc. Cost, \$150,000.

Baltimore, Md.—Bank Building.—Baldwin & Pennington, 311 North Charles street, will prepare plans for rebuilding building of Hamilton & Co. Cost, \$100,000.

Baltimore, Md.—Bank Building.—Baldwin & Pennington, 311 North Charles street, will prepare plans for erecting new building for First National Bank; will be one story, of brick and iron, and cost \$100,000.

Baltimore, Md.—Business Buildings.—Safe Deposit & Trust Co., as agent and trustee for various persons and estates, will rebuild over 20 business buildings that were destroyed by the recent fire.

Baltimore, Md.—Store Building.—Hennegan, Bates & Co., jewelers and manufacturers, Charles street, near Saratoga street, will rebuild their store on Baltimore street, destroyed by the recent fire.

Baltimore, Md.—Store Building.—W. H. Buckler will rebuild business and store structure destroyed by the recent fire.

Baltimore, Md.—Store Building.—Samuel Kirk & Sons Co., jewelers and manufacturers, Charles street, near Pleasant street, will rebuild their Baltimore street store and factory recently burned. Probably over \$100,000 will be expended.

Baltimore, Md.—Store Building.—Likes, Berwanger & Co., manufacturers, wholesalers and retailers of clothing, will rebuild structure destroyed by the recent fire.

Baltimore, Md.—Business Building.—Estate of Henry V. Ward will build five-story business structure, to replace one destroyed by the recent fire.

Baltimore, Md.—Office Building.—Wilson, Colston & Co., bankers, will erect modern banking and office structure, to replace property on Baltimore street destroyed by the recent fire.

Baltimore, Md.—Business Building.—Maass & Kemper, wholesale dry goods, etc., will rebuild their business structure destroyed by the recent fire.

Bessemer, Ala.—Bank Building.—Alabama State Bank, recently organized, has purchased and will remodel building. W. E. Nolan is the contractor.

Birmingham, Ala.—Temple.—Knights of Pythias and Odd Fellows' Association will combine in arranging for erection of temple, to cost \$30,000, and possibly \$40,000.

Birmingham, Ala.—Church.—Eleventh Avenue Methodist Church will arrange to expend \$14,000 for completion of edifice on which work has been suspended for several months. W. K. McAdory is secretary.

Brunswick, Ga.—Glynn County Commissioners have recommended the construction of court house.

Chattanooga, Tenn.—Hotel.—Willoughby Adams will erect hotel, 105x140 feet, etc., to cost \$4000. D. V. Stroop, offices in Keystone Building, will prepare the plans and specifications.

Clarksville, Tex.—Court House.—Red River County Commissioners' Court has accepted plans and specifications for remodeling court house at a cost of several hundred thousand dollars.

Clinton, La.—Hotel.—Mrs. T. H. Going will build hotel, two stories, of frame.

Cordele, Ga.—School.—City has issued \$20,000 of bonds for erection of school building. Address The Mayor.

Cordell, O. T.—Bank and Store Building.—Turbyfill & Lewis, of Oklahoma City, O. T., are preparing plans for erection of \$15,000 store and bank building for F. C. Flerty; will be two stories, of brick and stone.

Creedmoor, N. C.—Warehouse.—D. P. Wagstaff, J. F. Aabderford, R. H. Rogers and others will form company to build tobacco warehouse.

Cumberland, Md.—Church.—Central M. E. Church, South, Rev. J. C. Jeter, 9 George street, pastor, will erect new building as recently reported; structure will be 54x58 feet and cost \$6000; will have steam heat, electric lights and gas. Wright Butler is architect in charge.

Cuthbert, Ga.—Jail.—Randolph County Board of Roads & Revenues will call an election, to be held April 5, for voting on issuance of \$15,000 in bonds to build jail.

Dublin, Ga.—Library.—John A. Kelly has received contract at \$9165 for erection of building for Carnegie Public Library, work to be completed in four months. Plans and specifications are by Bruce, Morgan & Dillon.

Durham, N. C.—Elks Temple.—John Sprunt Hill will erect Elks Temple, three stories, 40 by 122 feet, tile roof, etc.; first floor for stores. Hook & Sawyer, of Charlotte, N. C., are the architects in charge.

Durham, N. C.—Business Building.—N. Underwood will erect brick business building, 25 by 75 feet, to cost \$16,000. Hook & Sawyer, Charlotte, N. C., architects in charge.

Eagle Lake, Texas.—Bank Building.—W. T. Eldridge has let contract to James Meyer at about \$8000 for construction of bank building.

El Paso, Tex.—Theatre.—Sosman & Landis, Chicago, Ill., will furnish plans and specifications and probably be the contractors for the erection of the proposed theatre building, its cost to be about \$50,000. H. C. Barrow, representing the Chicago firm, has been in El Paso furthering the project.

Ennis, Tex.—Opera House.—B. P. O. E. contemplate erecting opera house.

Florence, S. C.—Hotel.—D. G. Zeigler, of Sumter, S. C., has prepared plans for remodeling Hotel Central.

Fort Valley, Ga.—Store Building.—W. F. Miller will erect dry goods store building, 33 by 90 feet, with sky-light, prisms, gas-lighting plant and fixtures, etc.\*

Gainesville, Fla.—Hotel.—W. G. Robinson is said to be interested in the organization of stock company for erection of \$50,000 hotel.

Galveston, Tex.—Boat Club House.—Island City Boating & Athletic Association, S. A. Bisby in charge, intends building boat houses to cost \$5000.

Gastonia, N. C.—Office Building.—McMichael & Hunter, of Charlotte, N. C., have completed plans for proposed three-story office building, to be erected by C. E. Adams, at cost of \$10,000.

Gatesville, N. C.—Bank Building.—Bank of Gates will erect office building. L. L. Smith, chairman of committee.

Greensboro, N. C.—School Buildings.—J. C. Morris has contract to rebuild structures of Kent Home (an industrial school), recently burned.

Hagerstown, Md.—Jail.—Washington County Bar Association, Alexander Neill, president, is investigating, with view to erecting \$60,000 jail.

Hampton, Va.—Church.—West End Methodist Church is having plans prepared for edifice to cost about \$10,000. Rev. Asa Driscoll is pastor.

Jackson, Tenn.—School.—Board of Education has purchased building, which it will remodel as school building.

Jellico, Tenn.—Bank Building.—National Bank of Lafollette will erect bank building, 25x70 feet, plans and specifications for

which will be ready soon. Bids for construction will be invited.

Kansas City, Mo.—Business Block.—James F. Houlehan will erect business block.

Kansas City, Mo.—Residence.—W. A. Roberts has had plans made for brick and frame residence, to have all modern improvements and cost \$7500. H. M. Jacobs, 200 Hall Building, is architect.

Kansas City, Mo.—Residence.—Charles Well has had plans made by Braeklein & Martling, Ninth and Baltimore streets, for erection of \$15,000 residence; to be of brick and stone and have all modern improvements.

Kansas City, Mo.—Warehouse.—E. H. Bradbury, 447 Sheldley Building, has had plans made by Edwards & Sunderland for erection of warehouse and stables, to cost \$13,000.

Kingston, Ga.—Bank Building.—Bank now organizing will erect office building. L. P. Gains is president.

Kountze, Tex.—Court house.—Commissioners' Court of Hardin county, Texas, will receive plans and specifications until March 14 for county court-house, to cost \$50,000. Personal superintendence and inspection of work and construction of said building will be required of the party whose plans, etc., are accepted. Certified check for \$500 and bond required. Usual rights reserved. All bids and correspondence with regard to same should be addressed to Tallaferra, Nall & Dies, attorneys. Jack Dies, County Judge.

Lake Village, Ark.—Bank Building.—Bank of Lake Village will erect new building as lately reported; will be 50x90 feet. Address G. E. Snell.

Lexington, Ky.—Bank Building.—Lexington City National Bank has had plans made by C. E. Richards, of Richards, McCarty & Balford, of Columbus, Ohio, for erection of eight-story structure, 25x70 feet.

Leesburg, Va.—University of Virginia has instructed Paul J. Pelz, of Washington, D. C., to prepare plans and specifications for two hospital wards, to be built at a cost of \$31,000.

Lexington, Ky.—Club House, etc.—S. S. Brown, of Pittsburg, Pa., proposes making extensive improvements to club house, tracks, stables, grandstand, etc., of the Kentucky Association. W. Campbell Scott represents Mr. Brown at Lexington.

Little Rock, Ark.—Business Building.—W. H. Lamberton has contract for erecting the proposed \$8500 business building of E. H. Dozier and E. O. Manees.

Locust Grove, Ga.—School.—City will arrange for erection of proposed school building to cost \$10,000. Address the mayor.

Marlington, W. Va.—Dwelling.—F. R. Hunter has let contract to E. D. Kind for erection of dwelling; steam-heating equipment, with capital of \$10,000, to build hotel. Plans will be prepared by E. D. King for the 3-story structure 40x60 feet; to have steam heat, electric lights and other modern improvements.

Marlington, W. Va.—Hotel.—Andrew Prince, Hubert Eckols, T. B. Hunter and associates have incorporated Home Hotel Co., with capital of \$10,000.

Maypearl, Tex.—Buildings.—Smith Land & Improvement Co., of Palestine, has awarded contract to Boze & Compton, of Waxahachie, Tex., for erection of three business buildings, to cost \$10,000.

Memphis, Tenn.—Bank Building.—Merchants Bank will erect office building.

Meridian, Miss.—Building.—Miazza & Woods Construction Co. has completed organization, electing H. J. Woods, M. Winner, H. M. Threefoot and M. W. Wagner directors. Company will erect at once six-story building, at cost of \$60,000.

Meridian, Miss.—Office Building.—Miazza Woods' syndicate has purchased site, at about \$15,000, for erection of a modern fire-proof steel and stone office building.

Mexico, Mo.—Association Building.—Young Men's Christian Association will erect building to cost \$15,000.

Moundsville, W. Va.—Jail.—Marshall County Court will meet on February 23 to consider plans and specifications for proposed new jail or for installing modern cell construction in present building.

Nashville, Tenn.—Church.—Chas. Henry & Son, of Akron, O., will furnish plans and specifications for church building reported last week. Structure will cost about \$22,000, not \$30,000 as was stated.\*

New Orleans, La.—Warehouse.—N. J. Lyons has had plans made by Albert Dietel, 319 Carondelet street, for erection of one-story warehouse, 93x210 feet.

Norfolk, Va.—School.—City has instructed J. K. Peebles, architect, to prepare plans and specifications and call for bids on rebuilding school recently burned; expenditure will be \$21,000.

Newnan, Ga.—Court-house.—Contract has been awarded to R. D. Cole Mfg. Co. at \$56,968 for erection of the proposed court-house, after plans and specifications by J. W. Golucke, of Atlanta, Ga.

Norfolk, Va.—Warehouse.—Anheuser-Busch Brewing Association (main offices at St. Louis, Mo.) has awarded contract to Tyree Bros. at \$12,594 for construction of storage warehouse.

Oakland, Md.—Opera House.—D. E. Holden, Austin Brown and others have purchased and will remodel Oakland Opera House.

Oella, Ga.—School.—City will open bids March 29 for erection of school building reported last week. Structure to be of brick, 11 rooms, art-room, auditorium to seat 500, hot air-heating plant, etc., after plans and specifications by T. W. Smith & Co., of Columbus, Ga., and now on file at office of City Clerk, Oella.

Oklahoma City, O. T.—Business Building.—W. F. Young will erect four-story brick business house.

Oklahoma City, O. T.—Court-house.—County Commissioners Court will probably arrange in the near future for erecting the proposed court-house, for which \$100,000 is available. A building is contemplated two stories high, of steel frame construction, marble floors, slate roof, modern fire-proof vaults, etc.

Oklahoma City, O. T.—Dwellings.—W. F. Young and E. H. Cooke will each erect dwellings to cost probably \$6000 each.

Pine Bluff, Ark.—Building.—Plans and specifications are out for brick and stone building, 80x150 feet, two stories, for Gould Galbraith Co.

Port Arthur, Tex.—Hotel.—Reports state that Kansas City Southern Railroad has let contract to H. C. Lindsay & Co. at \$65,000 for rebuilding Sabine Hotel, recently burned.

Princess Anne, Md.—Court-house.—Somerset county commissioners have asked legislature for permission to build court-house, at a cost of \$25,000.

Raleigh, N. C.—University.—Baptist Female University has decided upon the erection of proposed dormitory building. Structure will have 48 sleeping rooms, recitation room and gymnasium hall. Cost to be \$30,000.

Raleigh, N. C.—Theatre.—Raleigh Auditorium Co. has adopted plans and specifications for remodeling Academy of Music referred to last week. Charles K. Bryant, of Charlotte, N. C., architect. About \$6,000 will be expended.

Salisbury, N. C.—School.—City School Committee has decided to call on architects for competitive plans for a \$10,000 school building.

Savannah, Ga.—Apartment Houses.—Permit has been given Christopher Land for erection of two brick apartment houses. George Keith is architect and contractor.

Seranton, Miss.—Station and Warehouse.—Louisville & Nashville Railroad Co. will build station and warehouse. George E. Evans, general manager, Louisville, Ky.

Sherman, Tex.—Dining Hall.—Southwestern Construction Co. has contract at \$6788 for erection of new dining hall for North Texas College.

Southport, N. C.—Home Buildings.—Brunswick county commissioners will open bids March 7 for construction of two buildings at the Country Home site, according to plans and specifications on file with the register of deeds.

Sterling City, Texas.—Sterling county commissioners have ordered an election for March 24 on issuance of \$25,000 bonds for construction of court-house.

St. Louis, Mo.—Flats Building.—A. A. Fischer Architect & Building Co., 608 Chestnut street, has prepared plans for four-story store and flats building for A. A. Fischer Realty Co. Cost, \$30,000.

St. Louis, Mo.—Warehouse.—Moline (Ill.) Plow Co. has let contract to J. W. Snyder, 145 La Salle street, Chicago, Ill., for erection of six-story warehouse and office building, to cost \$75,000. Plans and specifications by J. C. Llewellyn, Association Building, Chicago.

St. Joseph, Mo.—Residence.—R. F. Helm, German-American Bank Building, has prepared plans for brick residence for F. P. Cronkite, to cost \$5000, and have all modern improvements.

Texarkana, Ark.—Hotel.—Sidney Stewart, Texarkana, Tex., has prepared plans for

three-story hotel, 195x107 feet, for B. M. Foreman, of Texarkana, Ark. Cost, \$25,000.

Texarkana, Tex.—Theater Building.—Sidney Stewart has prepared plans for remodeling theater for Ehrlich Bros. Cost, \$6500.

Tupelo, Miss.—Court-house.—Lee County Commissioners will issue \$50,000 in bonds for rebuilding courthouse recently reported as burned. It was stated last week that plans and specifications had been accepted for the structure.

Valdosta, Ga.—Church.—Methodist Church, Congregational, will rebuild its edifice, recently burned at a loss of \$16,000.

Valdosta, Ga.—Court-house.—Lowndes County Commissioners have awarded contract to Algernon Blair, of Montgomery, Ala., at \$52,480, for erection of court-house previously reported.

Waco, Tex.—Temple.—Sealed proposals are invited until March 7 for erection of proposed Masonic Temple, bond of \$25,000 to be required from successful bidder. Plans and specifications can be seen at office of J. E. Flanders, architect, Dallas; John Watson, Waco; William James, Fort Worth; S. M. Bradley, Denton; Spuck Iron & Foundry Co., St. Louis, and Ludwici Roofing Tile Co., Chicago. William James, Grand Master, Fort Worth, will receive the proposals.

Washington, D. C.—Dwellings.—Theodore Harding will erect five two-apartment houses, to cost \$25,000, after plans by Harding & Upman.

Washington, D. C.—Hospital Buildings.—Proposals will be opened March 15 for construction of buildings for U. S. Naval Hospital. Plans can be obtained from Architect Ernest Flagg, 35 Wall street, New York, on paying \$15, of which \$10 will be returned on return of plans. Specifications and blank forms of proposal can be obtained by addressing Bureau of Supplies and Accounts, Navy Department, Washington, D. C.

Washington, D. C.—Warehouse.—Julius Wenig invites bids for erection of warehouse, 150 by 180 feet, with steam-heating equipment, elevators and fire apparatus.

Washington, D. C.—Church.—Disciples' Christian Endeavor Union, Harry S. Welch, president, is having plans made for erection of church.

Washington, D. C.—Temple.—Work will soon be commenced on proposed structure to be erected by the local lodges, Knights of Pythias; building will be four stories, of brick and stone, 47x100 feet, heated by steam, lighted by electricity and have electric elevators. Frederick G. Atkinson is the architect.

Washington, D. C.—Dwellings.—George P. Robinson will erect two-story brick dwelling, 44x44 feet, equipped with water, gas and electricity and to cost \$15,000. R. F. Bradley will erect residence. Wright & French will erect five two-story brick dwellings. Mrs. S. D. Wheatley will erect two two-story brick flats buildings.

Washington, D. C.—Apartment House.—Monterey Apartment House Co., Westcott & Story, agents, 816 Seventeenth street, N. W., have plans for five-story apartment house, 80x85 feet.

Water Valley, Miss.—Asylum.—Mississippi Orphans' Home will erect additional building—for dormitory.

Wilmington, N. C.—Office Building.—Matt J. Heyer will erect three-story office building, to cost \$40,000.

Wilmington, N. C.—Temple.—Cape Fear Lodge, I. O. O. F., W. L. Smith, chairman of committee, has accepted plans by Charles McMillan for erection of their proposed temple. Structure will be three stories high, 67 by 78 feet, contain lodge rooms, offices and store accommodations, and cost \$25,000. Bids for construction will be invited soon.

## RAILROAD CONSTRUCTION.

### Highways.

Anderson, S. C.—Surveyors are reported at work locating a route for the proposed electric railway between Anderson and Belton. The ultimate terminus of the line is to be at Greenville.

Alexandria, La.—Mr. William Polk and others are reported interested in a plan to build a railroad from Natchez, Miss., via Alexandria to Lufkin, Tex., about 200 miles.

Ansted, W. Va.—Engineers for the Deep-water Railway, which is said to be backed by Wabash interests, are reported surveying between Salem, Christiansburg and Belspring. W. N. Page is chief engineer.

Arkansas City, Kans.—Mr. L. H. P. Northrup, general manager Kansas & Oklahoma Interurban Railway, writes the Manufacturers' Record that he has arranged with a St. Louis firm to build the road on the bonds and some stock. The cash will be between \$500,000 and \$650,000. T. V. Hall & Co., of South McAlester, I. T., will locate the line. Mr. Hall is now at Arkansas City. The road will be altogether 40 miles long, the mileage proposed being in detail as follows: City of Winfield, 5.5 miles; Winfield to Arkansas City, 15 miles; Arkansas City, 5.5 miles; Geuda Springs Resort, 7 miles; Arkansas City to Chillicothe, O. T., 7 miles.

Asheville, N. C.—The Asheville & Craggy Mountain Railway is pushing its construction, and is expected to complete its line to the Weaver Power Co.'s plant on the French Broad river in a week. The Howland Improvement Co., in which R. S. Howland and others are interested, is lessee of the road.

Atlanta, Ga.—The Southern Belt Railway has filed incorporation papers to build a railroad about three miles long to the North and West of Atlanta, to make connection between the lines of the Southern Railway Co. entering the city of Atlanta. The petitioners are J. S. B. Thompson, general agent of the Southern Railway in Atlanta; W. H. Tayloe, assistant general passenger agent; L. L. McCloskey, division freight agent; L. Green, assistant general freight agent; W. N. Foreacre, superintendent of the Southern Railway in Atlanta, and Albert Howell, Jr., J. L. Edwards, W. H. Caffey, Sanders McDaniel and Howell Peoples.

Asheville, N. C.—The Asheville & Craggy Mountain Railway is pushing its construction, and is expected to complete its line to the Weaver Power Co.'s plant, on the French Broad river, in a week. The Howland Improvement Co., in which R. S. Howland and others are interested, is lessee of the road. R. M. Ramsey has completed his grading contract. During the past eight months five miles of track have been laid; only one mile of rail remains to be laid.

Baltimore, Md.—The Baltimore & Ohio Railroad is making additions to its trackage at the various terminals in this city.

Baltimore, Md.—Mr. D. D. Carothers, chief engineer Baltimore & Ohio Railroad, informs the Manufacturers' Record that no definite plans have been arranged or considered to double track the line between Wheeling, W. Va., and Washington, Pa., or to build a connection from the Wheeling Division to the West Virginia Short Line.

Beaumont, Tex.—Mr. Ed. Kennedy writes the Manufacturers' Record, pronouncing as erroneous the press report that J. E. Smith, of Houston, has the contract for the Houston, Batson & Interurban Railroad. Mr. Kennedy further says that the right of way has been pretty well secured, that he has begun the grading and has about three miles completed.

Bessemer, Ala.—A committee is at work on a plan to build an electric railroad connecting Bessemer with towns in the Blue Creek, Brookwood and Blocton districts. Among those interested are S. E. Jones, W. J. Purkes, R. F. Smith, J. J. Sullivan, W. L. Rush, W. W. Hollingsworth, T. Y. Huffman, W. P. Gunn and C. L. Odell. Engineers will begin work in a few days. The line to Blue Creek, about 12 miles, is to be built first. Then extending the line to Blocton, 20 miles, will be done.

Bunkie, La.—The Louisiana East & West Railway Co. has filed its charter to build its proposed road from Bunkie on the Texas & Pacific, as heretofore described; capital, \$100,000. The officers are: W. D. Haas, of Bunkie, president; G. W. Sentell, vice-president; T. H. Tallafiero, secretary and treasurer. Directors are the officers and J. T. Johnson, Samuel Haas, J. G. Snellings and A. V. Coco.

Chicago, Ill.—The Chicago, Rock Island & Pacific Railway will, it is reported, build a line from Oklahoma City, O. T., to Hugo, I. T., 150 miles, the purpose being to ultimately reach New Orleans. W. L. Darling is chief engineer.

Corpus Christi, Tex.—Fifty miles of track have been laid on the St. Louis, Brownsville & Mexico Railway.

Dallas, Tex.—The Missouri, Kansas & Texas Railway will, it is reported, reballast 350 miles of line in Texas preparatory to beginning World's Fair traffic. J. W. Petheram is chief engineer.

Des Moines, Ia.—Mrs. Anna M. Butler, of Des Moines, is reported as saying that she represents capitalists who propose to build an electric railway through St. Joseph, Mo., connecting with Kansas City and running

North from St. Joseph toward the Iowa line.

Fort Gaines, Ga.—Mr. D. D. Bateman is reported to be working on a plan for an electric railway from Fort Gaines, or Eufaula, Ala., to Bluffton, in Clay county, Ga. The distance from Fort Gaines to Bluffton is about 12 miles; from Eufaula, via Fort Gaines, to Bluffton, it is about 30 miles.

Fort Smith, Ark.—Reported that construction will begin on the proposed railway of the Sebastian Electrical Co. as soon as the route is located; location survey to begin soon. The line will connect Bonanza, Jenny Linds, Greenwood, Huntington, Hartford and Midland with Fort Smith. S. A. Williams, of Fort Smith, is president, and J. Gus Patton, of Muskogee, I. T., is chief engineer.

Galveston, Tex.—It is announced that Frederick M. Hubbell and F. C. Hubbell, of Des Moines, Iowa, have purchased a majority of stock in the Gulf & Interstate Railway, and will considerably improve the property. A new board of directors has been elected, composed of the Messrs. Hubbell and L. P. Featherstone, D. B. Henderson, C. H. Moore, and John W. Campbell, of Galveston, and L. L. Featherstone, of Beaumont, Tex. They have elected L. P. Featherstone, president, and F. M. Hubbell, vice-president.

Guthrie, O. T.—A territorial charter has been granted for the Missouri & Oklahoma Central Railroad, which proposes to build from Joplin, Mo., to the western boundary of Oklahoma, 250 miles. The line will go through the Quapaw reservation, I. T.; the Osage reservation, and Woods county, O. T. The incorporators are: Henry Burt, Frank Dale, A. G. C. Dierer, Thomas J. Lowe and Adelbert Hughes, all of Guthrie.

Guthrie, O. T.—A territorial charter has been granted for the Missouri & Oklahoma Central Railroad, which proposes to build from Joplin, Mo., to the western boundary of Oklahoma, 250 miles.

Hickman, Ky.—Mr. H. A. Tyler, of H. A. Tyler & Son, manufacturers and dealers in packing boxes and lumber, writes the Manufacturers' Record that the Mississippi Valley Railway, incorporated by him and others recently, starts at Tyler, Mo., on the Mississippi river and runs west five miles, where it branches, one line running northwest 10 miles, crossing the Frisco Railroad at Steele, Mo., and the other running southwest 10 miles to Blytheville, Ark., connecting there with the Frisco and the Cotton Belt Railroad Systems, and with the Jonesboro, Lake City & Eastern Railroad. H. A. Tyler is president and Willis Edward Ayers is chief engineer. Expect to be ready to let contracts for construction and equipment by March 10. President Tyler's address is at Hickman, Ky., and Mr. Ayers' address is at Steele, Mo.

Houston, Tex.—Concerning the report that the Gulf, Western Texas & Pacific Railway (Southern Pacific) would extend the Port Lavaca Branch, Mr. E. B. Cushing, assistant to the president, writes the Manufacturers' Record that a survey was made last year from a point on that branch to Hynes Bay, in Refugio county, about 25 miles. Construction would be expensive, owing to the crossing of six or seven miles of land overflowed from the Guadalupe river, and the project was laid aside. Mr. Cushing cannot say whether it will or will not be built.

Jennings, La.—The directors of the Jennings & Northern Railroad are reported to have awarded the contract for building the line from Jennings to Natchitoches to Captain Beardsley, of the latter place.

Lewiston, Pa.—J. C. House, Calvin Greene and A. C. Mayes, of Lewiston; H. E. Ahrens, of Reading; Samuel Watts, of Bellville, and J. A. MacDonald, of Reldsville, are reported to be investigating a plan to build an interurban electric railway in Oklahoma to connect Oklahoma City with Norman and other points in the Territory.

Lexington, Mo.—Stephen A. Mitchell is reported to have completed the location survey for the proposed electric railway between Lexington and Kansas City via Independence. J. C. McGrew, a coal operator and mill owner of Lexington, is principally interested.

Lexington, Ky.—The consolidation of the Bluegrass Traction Co. and the Georgetown & Lexington Traction Co. is announced. Mr. Younger Alexander, of Lexington, will continue as president of the consolidated lines. A meeting will, it is stated, soon be held to consider plans for improvement. The Bluegrass line runs from Lexington to Paris and the other from Lexington to Georgetown.

Lexington, Mo.—Gustave Haerle, owner of the water works here, is promoting a plan to build an electric railway from Higginsville to Lexington Junction.

Lexington, Ky.—The Fayette Interurban Traction Co. will, it is reported, immediately apply for franchises in Woodford, Jessamine, Clark and Madison counties, and propose to build lines to Versailles, Nicholasville, Winchester and Richmond. Charles J. Bronston is president. This would amount to about 60 miles of track.

Louisville, Ky.—Concerning the report that the Louisville & Nashville Railroad would build a line from Jasper, Ga., via Jefferson, to Athens, Ga., an official informs the Manufacturers' Record that the rumor is probably erroneous.

Louisville, Ky.—The Bell, Cumberland and East Jellico coal companies will, it is reported, build a railroad 10 or 15 miles long from the Louisville & Nashville's line near Artemus up Brush creek. R. Montfort is chief engineer of the L. & N.

Memphis, Tenn.—The preliminary survey for the Memphis, Indianola & Gulf Railroad is reported completed from Memphis to Jackson, Miss. It will connect at the latter point with the Gulf & Ship Island, and at the former with the Frisco railroad.

Mena, Ark.—The Mena & Black Springs Railway Co. has been allowed an extension of three years to complete 10 per cent. of its work. Day Mills is president; W. A. Carroll, vice-president; J. F. Todd, secretary, and Lewis H. Levens, treasurer.

Mobile, Ala.—Mr. F. E. Dewey, second vice-president and general manager of the Mobile, Jackson & Kansas City Railroad, writes the Manufacturers' Record saying that he is inclined to think that the company will do the work between Pontotoc, Miss., and Middleton, Tenn., which will be necessary to standard gauge and reconstruct the old Gulf & Chicago Railroad.

Nashville, Tenn.—Mr. W. N. McDonald, chief engineer Tennessee Central Railroad, writes the Manufacturers' Record denying the press report that the company contemplated extending to Indian Territory and Oklahoma, and further saying that nothing definite has been decided as to a connecting line from Crossville to the Beecher Grade, Tenn.

Natchitoches, La.—The Southwestern Railway Co. will, it is reported, begin construction of line from Natchitoches to Crowley, 120 miles, and thence to New Orleans, about 140 miles further, as soon as rights of way are secured. Expected that work will begin in April. The officers elected are G. E. Montgomery, president; J. W. Freeman, vice-president; C. M. Cunningham, secretary; M. A. Aaron, treasurer.

New York, N. Y.—Charles L. Hyde, chairman of the Board of Directors Brunswick & Birmingham Railroad, 71 Broadway, is reported as saying that it will be consolidated with the Atlantic & Birmingham Railroad, and that this practically assures the building of the line which will make connection through from Brunswick, Ga., to Birmingham, Ala., and will besides give the Atlantic & Birmingham a tidewater outlet at Brunswick.

Palestine, Tex.—Mr. J. D. Trammell, chief engineer of the International & Great Northern Railroad concerning the improvements contemplated at the Houston terminals, writes the Manufacturers' Record that at present it has not been decided definitely what the improvements in question will be.

Pennington Gap, Va.—The Wheeler Construction Co., E. M. Wheeler, president, C. S. Young, secretary and treasurer, writes the Manufacturers' Record that it has under contract six miles of heavy railway work for the Black Mountain Railway. C. M. Dulaney, chief engineer. This road will run from Pennington Gap into a rich coal district, and will connect here with the Louisville & Nashville Railroad.

Raleigh, N. C.—The offer of Captain V. E. McBee to lease the Atlantic & North Carolina Railroad from the State includes a proposal to build an extension to Washington, N. C., 30 miles, and thence to Edenton, 15 miles, connecting with the Norfolk & Southern Railroad.

San Antonio, Tex.—The San Antonio & Aransas Pass Railway will, it is reported, soon let the contract for grading the line to Hidalgo. M. D. Monserrate is vice-president and general manager.

San Antonio, Tex.—It is rumored that the San Antonio & Aransas Pass Railroad may build an extension to Monterey, Mexico. M. D. Monserrate is vice-president and general manager.

Savannah, Ga.—President Cecil Gabbett, in his annual report to the stockholders and

directors of the Savannah & Statesboro Railroad, strongly advocates building the proposed extension from Statesboro to Garfield, 26½ miles.

Shawnee, O. T.—The Missouri, Kansas & Oklahoma Railroad has completed its track to Shawnee, and will now continue it to Oklahoma City.

Stephenville, Tex.—The proposed railway from Waco to Thurbur, it is reported, will be run via China Springs, Meridian and Stephenville. Among those reported interested are L. N. Frank, county judge of Erath county; James Collins, mayor of Stephenville; P. A. McCarthy, of Lufkin, who is engineer for the route; J. H. Henry and R. A. Clement, of Duffau; J. H. Cage and McKenzie Johnston, of Stephenville, and M. S. Morgan, of Meridian. Survey has been made. Arrangements are reported nearly complete (after a conference with the Business Men's Club of Waco) for organizing a company to build the line.

St. Augustine, Fla.—O. G. Wanless, of Minneapolis, Minn., will, it is reported, build an electric railway from St. Augustine to Hastings, near which he has purchased the Powell tract of 7000 acres of land.

St. Louis, Mo.—Concerning the report that the Wabash would build a new freight terminal on Carr street, an official informs the Manufacturers' Record that he knows nothing of any such proposition.

St. Louis, Mo.—Reported that the St. Louis & San Francisco Railroad will build a new line from a point south of Monett, Mo., via Bentonville, Ark., to Van Buren, Ark., about 100 miles, in order to secure better grades. J. F. Hinckley is chief engineer of construction, 800 Fullerton Building. An official of the company writes the Manufacturers' Record that he never heard of such a plan, and does not think there is anything in the rumor.

St. Louis, Mo.—President Joseph Ramsey, Jr., of the Wabash Railroad, is quoted as saying that as soon as the winter is over construction will be resumed on the Buchanan & Northern Railroad in West Virginia and the Greene County Railroad in Pennsylvania, which will furnish the Wabash a connection from Pittsburg to Bellington, W. Va., for its tidewater line to Baltimore.

Swainsboro, Ga.—Mr. E. P. Reutz writes from Swainsboro, Ga., to the Manufacturers' Record that the proposed Dublin & Southwestern Railway will be built from Dublin, Ga., via Eastman to Abbeville, Ga., about 65 miles. It will connect at Dublin with the Macon, Dublin & Savannah Railroad, at Eastman with the Southern Railway, and at Abbeville with the Seaboard Air Line. The engineer in charge is J. P. Pughley. The incorporators are E. P. Reutz, Swainsboro, Ga.; John J. Simpson and W. D. Harper, of Atlanta, Ga., and others.

Union, W. Va.—Messrs. Crosier & Clark write the Manufacturers' Record that a committee appointed by the County Court of Monroe county has in hand the preliminary work for the proposed railway through that county to connect the Chesapeake & Ohio and the Norfolk & Western lines. This committee will report as to whether an electric or steam line is desired. It will be about 40 miles long. Crosier & Clark may be addressed.

Washington, D. C.—An officer of the Southern Railway informs the Manufacturers' Record that a survey has been made from Hiddenite, N. C., to a stone mountain near there, but it has not yet been decided to build. Richard Eames, Jr., of Granite Quarry, N. C., is interested.

Versailles, Ky.—The Louisville & Atlantic Railroad will, it is reported, extend its line from Beattyville Junction, in Lee county, to Wilhurst, in Wolfe county, thence through Breathitt county and the southern part of Magoffin county to Prestonburg, Floyd county, about 80 miles; thence it will go through Pike county and connect with the Norfolk & Western in West Virginia. A. C. Hone is general manager at Versailles. He writes the Manufacturers' Record: "We may some time extend in about this direction, but there is no definite decision to do so at once."

West Newton, Mass.—The Meadow River Railroad Co., principal office at Boncovepte, W. Va., has been chartered to build a line from a connection with the Chesapeake & Ohio Railway at or near that place to a point at or near the junction of Gauley river with New river, with branch lines near all streams tributary to the Gauley and Meadow rivers, in Greenbrier, Fayette and Nicholas counties. The incorporators are: Robert A. Gorham, West Newton, Mass.; Rowland W. Roydon and Francis A.

Beckford, Beverly, Mass.; John Phelps Hill and James E. Carroll, Boston, Mass.

Wilmington, Del.—A bill to incorporate the Middletown & Cecilton Railroad Co. has been introduced in the Maryland Legislature, the incorporators being E. R. Cochran, Jr., of Wilmington, Del.; William R. Polk, of Birmingham, Ala., and William R. Davis, Samuel Hurlock and E. S. Short, of Cecil county, Md.

Winnfield, La.—Reported that the Louisiana and Arkansas Railway may build from Jena an extension of about 20 miles to connect with the Natchez, Red River & Texas Railroad. G. Knobel is chief engineer.

#### Street Railways.

Birmingham, Ala.—The Birmingham Railway Light & Power Co. has called a meeting for March 21 to vote on a bond issue, part of which will provide for improvements during the year.

Louisville, Ky.—The sale of the Henderson (Ky.) street-car line is reported to Peter Arlund and H. W. Richardson, of Louisville. It is said they represent A. L. Rich, of Cincinnati; J. E. Bohannon, of Louisville, and others. The lines will, it is stated, be extended.\*

Fort Worth, Tex.—The Northern Texas Traction Co. will, it is reported, immediately complete the double tracking of its line in the northern part of the city.

Louisville, Ky.—The Louisville Railway Co. is reported to have closed a deal to lease the narrow gauge line from the Louisville & Nashville Railroad and convert it into an electric line. T. J. Minary is president.

Pensacola, Fla.—The Electric & Terminal Railroad Co. has begun removing the old tracks on Palafox street, and will put down a double track. The extension of the East Hill Line is also begun, and the conversion of the steam division to the forts of navy yards to an electric line.

Waco, Tex.—The Citizens' Street Railway Co. will, it is reported, build an extension.

Versailles, Ky.—The Louisville & Atlantic Railroad will, it is reported, extend its line from Beattyville Junction, in Lee county, to Wilhurst, in Wolfe county, thence through Breathitt county and the southern part of Magoffin county to Prestonburg, Floyd county, about 80 miles; thence it will go through Pike county and connect with the Norfolk & Western in West Virginia. A. C. Hone is general manager at Versailles.

Washington, D. C.—Reported that the Southern Railway has bought land between Spencer and Salisbury, N. C., and will enlarge its yards. W. H. Wells is engineer of construction.

#### MACHINERY PROPOSALS AND SUPPLIES WANTED.

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted:**

Basket Machinery.—See Crate Machinery.

Barrel Machinery.—J. H. Turner, Gaffney, S. C., wants addresses of manufacturers of machinery for making lime barrels.

Boiler.—Tripoline Mfg. Co., Beaumont, Texas, wants prices on marine boiler. F. E. Carroll, president, in charge.

Boiler.—Southern Veneer Co., Williams-

ton, N. C., wants good second boiler for dry kiln, 50 to 75 horse power.

Boiler.—W. H. Gibbs & Co., 804 West Gervais street, Columbia, S. C., wants prices (dealers) on 66x16 or a 72x16 second-hand horizontal tubular boiler, to be complete and suitable for 100 pounds working pressure; any style front—half arch—flush or overhanging.

Boiler.—See Engine and Boiler.

Boilers.—S. W. Shoop, Front Royal Va., wants good second-hand 60 horse power return tubular boiler, with fixtures; also 100 horse-power return tubular boiler, with fixtures. See Hoisting Engine.

Bottling Equipment.—Rocky River Springs Co., Wadesboro, N. C., wants equipment and supplies for bottling plant—for mineral water.

Bridge Construction.—W. H. Russell and F. Alex. Cloutier, committee, appointed by police jury, Natchitoches, La., will open bids March 1 for construction of steel bridge across Old river at Cypress station and for construction of steel drawbridge across Cane river at Derry. Plans and specifications can be found at office of G. W. Kile, president Police Jury; also for the protection work to the iron bridge at Grand Ecure according to plans and specifications to be seen at office of president of Police Jury or at United States Engineer's office at Vicksburg, Miss.

Building Construction.—American Slate Co., Bangor, Pa., wants bids on either steel or lumber building, 60x140 feet, 14 feet high to the eaves; also on engine-house, 18x15 feet, 16 feet high to the eaves, and on boiler-house, 20x30 feet, 16 feet high to the eaves.

Building Material.—G. E. Snell, Bank of Lake Village, Lake Village, Ark., wants bids on iron and steel for construction of bank building, fire-proof shutters, etc.

Chair Machinery.—See Wood-bending Machinery.

Building Material.—Chas. Pease Lumber Co., Cotter, Ark., wants prices on building material.

Building Materials.—W. F. Miller, Fort Valley, Ga., wants information regarding materials and supplies for modern dry goods store building, 33x30 feet.

Building Materials.—Snyder Construction Co., Mt. Hope, W. Va., wants quotations on building materials.

Canning Machinery.—Piney Flats Mfg. & Canning Co., Piney Flats, Tenn., wants canning machinery.

Canning Machinery.—C. S. Bradley Co., of McDaniel, Md., will want machinery for tomato, corn and pickle canner. Address at 1303 Harlem avenue, Baltimore, Md.

Cast-iron Projectiles.—Bids will be opened March 4 for furnishing from 400 to 500 cast-iron 800-pound 12-inch mortar shells, in accordance with designs. Information can be had on application to William Crozier, Chief of Ordnance, War Department, Washington, D. C.

Chair Machinery.—P. O. Box 182, Winston-Salem, N. C., wants to correspond with manufacturers of machinery for making cheap and medium grade chairs.

Church Furniture.—Rev. Geo. W. Shelton, 816 Shelby avenue, Nashville, Tenn., wants information on church pews, windows and organ.

Compressing Machinery.—See Soap Machinery.

Concrete Mixer.—See Naval Supplies.

Cotton-yarn Machinery.—H. Schumacher Knitting Mills, Navasota, Tex., wants machinery for manufacturing yarns.

Cotton Gin.—G. Ed. McNeill, Claremont, N. C., will want cotton gin outfit, eight to ten bales capacity.

Crate Machinery.—Robert J. Boone, Marianna, Fla., will buy machinery for manufacturing crates and baskets, also for general novelty plant.

Crushing Machinery.—Kent & Morrison, Security Bank Building, Richmond, Va., wants second-hand crusher to take rocks of medium hardness, in any size from 30 pounds weight down.

Decorticating Machinery.—C. L. Farnham, Los Teques, Venezuela, S. A., wants to buy machinery for decorticating the various kinds of hemp equipment; must be light in weight and so constructed that it can be easily transported over mountains.

Distilling Equipment.—John Dowling & Co., Tyrone, Ky., wants prices on copper stills, worms, lumber and iron for distillery, 300 bushels capacity.

Dry Kiln.—See Engine and Boiler.

Electric-light Plant.—Rocky River Springs Co., Wadesboro, N. C., want prices on electric-light plant, to be operated by gasoline engine. See Water Works.

Electrical Equipment.—Catawba Electric Power Co., Charlotte, N. C., wants prices on 18 miles high potential line supplies, 200 arc lamps and various other supplies.

Electrical Machinery.—Williams & Seyforth Co., 46 Monroe street, Memphis, Tenn., wants prices on electric motors.

Electric-light Plant.—City of Odella, Ga., will receive bids for the next 30 days for furnishing machinery and installing electric-lighting equipment; \$5000 available. J. J. Walker is mayor.

Engine.—C. W. Sullivan, Ruby, S. C., wants small gasoline engine.

Engine and Boiler.—Williamson & Brown Land & Lumber Co., Cerro Gordo, N. C., will want 100 horse-power boiler and 60 horse-power engine, dry kiln, locomotive, log trucks, steel rails for three-mile track, etc.

Engine.—Lockridge Oil Co., care of J. W. Lockridge, Hurville, Texas, wants price on gasoline engine.

Engine and Boiler.—D. O. Sullivan, Richmond, Va., is in market for engine and boiler of 20 horse-power capacity.

Engine.—See Hoisting Engine.

Engine.—James E. Chittenden, Hopkinsville, Ky., wants four horse-power gasoline engine for newspaper plant, to be installed at Marion, Ky.

Handle Machinery.—Carl H. Richardson, Washington, N. C., wants machines for making cart spokes and handles.

Engines.—Williams & Seyforth Co., 46 Monroe street, Memphis, Tenn., wants prices on gas and gasoline engines.

Engines.—C. H. Newman, Blackstone, Va., wants seven or 10 horse-power steam engine and four or five horse-power gasoline engine.

Engines.—Anthracite Machinery Co., Allentown, Pa., wants to buy second-hand two 40 to 50 horse-power Corliss engines; hoisting engines, 25 to 50 horse-power; pumps, cable, rails, pipe, etc.

Fertilizer Mixers.—Corinth Cotton Oil Co., Corinth, Miss., wants prices on fertilizer mixers.

Foundry Blast Fan.—C. H. Newman, Blackstone, Va., wants 8-inch blast fan.

Foundry Equipment.—Scott Car Co., Knoxville, Tenn., wants steam handler and equipment for new foundry; also wants a press for framing wheelbarrow bodies and slip scrapers.

Foundry Equipment.—Durham Iron Works Co., Durham, N. C., wants prices on machine tools and supplies for complete foundry and machine shop.

Gas-lighting Plant.—See Lighting Plant.

Glassware.—See Perfumery Supplies.

Grain, Etc.—Patterson Co., Greensboro, N. C., wants grain, hay, feed, etc.

Heading Machine.—C. H. Newman, Blackstone, Va., wants heading machine.

Hydraulic Wheel Press.—Kent & Morrison, Security Bank Building, Richmond, Va., wants good second-hand hydraulic wheel press to take wheels as large as 40 inches.

Hoisting Engine.—S. W. Shoop, Front Royal, Va., wants 7x10 double cylinder single-drum hoisting engine, with foot brake, good second-hand. See Boilers.

Heating, Lighting, etc.—Bids will be opened March 8 for erection of heating and lighting plant, and for installing heating, lighting, ventilating and plumbing systems in new cell building at Richmond, Va. Plans may be seen at offices of P. Thornton Marye, architect, on grounds of Virginia State Penitentiary. Clerk of Commission, T. R. Kemper, will open the bids.

Hoisting Equipment.—See Engines.

Hose.—City of Lexington, Ky., will open bids March 2 for furnishing 1000 feet of fire-hose, either rubber or woven cotton rubber lined. Hose to be 2½ inches; couplings same as used now by Lexington fire department. Hose must stand pressure of 400 pounds to square inch. Thos. A. Combs, mayor.

Lead.—Proposals will be opened March 2 for furnishing 30 tons (2240 pounds to the ton) of Omaha pig lead to Water Department of Baltimore, Md. Specifications may be obtained by applying to Water Engineer, Alfred M. Quick, City Hall, Baltimore.

Lighting Plant.—W. F. Miller, Fort Valley, Ga., wants information regarding gas plant to light store 33x90 feet, two stories high.

Machine Tools.—Durham Iron Works Co., Durham, N. C., wants prices on complete equipment of tools for machine shop.

Manufacturers' Catalogues.—Charles L. Reeder, 220 St. Paul street, Baltimore, Md., wants catalogues from manufacturers, for his consulting engineering offices.

Mill Products, etc.—Chas. Pease Lumber Co., Cotter, Ark., wants prices on mill products and machinery supplies.

Naval Supplies.—Bids will be opened March 15 for furnishing iron bolts, nuts, Portland cement, crushed granite screenings, angle iron, steel dogs, rubber fire hose, bar steel, iron pipe and fittings, etc., at the Navy Yard, Pensacola, Fla., and at Naval Stations, Key West, Fla., and New Orleans, La. Blank forms of proposals furnished on application to Navy Pay Offices at either

of above cities, or to the Bureau of Supplies and Accounts, Navy Department, Washington, D. C.

Naval Supplies.—Bids will be opened March 1 for furnishing hardware, ropes, broken stone, furniture, Portland cement, rotary drum concrete mixer, steel loading blocks, etc., at United States Naval Academy, Annapolis, Md. Blank forms of proposal will be furnished on application to Navy Pay Office, Baltimore, Md., of Bureau of Supplies and Accounts, Navy Department, Washington, D. C.

Organ (Pipe).—Rev. Geo. W. Shelton, 816 Shelby avenue, Nashville, Tenn., wants information on church organ.

Organs.—H. L. Ware, Senola, Ga., wants catalogues and prices from manufacturers of medium-priced cottage organs.

Machine Tools.—C. W. Sullivan, Ruby, S. C., wants good iron lathe, with or without tools, second-hand; also a small gasoline engine.

Paving Supplies.—City of Lexington, Ky., will open bids March 1 for furnishing 125,000 paving brick and 55 barrels of paving pitch. Each bid to be accompanied by samples. Thos. A. Combs, mayor.

Perfumery Apparatus.—H. E. Thompson Pharmaceutical Co., 917 Hickory street, St. Louis, Mo., wants information on apparatus for manufacturing perfumery, also on glassware in which to pack the product; also wants addresses of houses making a specialty of perfumery supplies.

Pipe Fittings.—Morehead Mills, Sprary, N. C., want extra heavy steam-pipe fittings.

Piping.—Lockridge Oil Co., care J. W. Lockridge, Hurville, Texas, wants prices on casing, 10 to 11½ inch; also on two-inch tubing for oil wells; also on gasoline engines.

Polishing Machinery.—Williams & Seyforth Co., 46 Monroe street, Memphis, Tenn., wants prices on polishing machinery.

Presses.—See Hydraulic Wheel Press.

Pump.—See Engines.

Pumping Plant.—Proposals will be opened March 10 for constructing pumping plant, including pump and boiler-house, pumping machinery and connections to wells and reservoir. Information furnished on application. Address H. W. French, Capt., G. M., Quartermaster's Office, Chattanooga, Tenn.

Railway Equipment.—See Engines.

Railway Equipment.—W. A. Pannebaker, East Waterford, Pa., wants 25 to 30-ton locomotive, 3-foot gauge.

Railway Equipment.—Jos. E. Bowen, Atlantic Office Building, Norfolk, Va., wants 30 or 35-ton 36" gauge consolidation locomotive.

Railway Equipment.—P. O. Box 406, Rome, Ga., wants steam dummy, 10 ton, 36" gauge, second hand. See Steam Shovel.

Railway Equipment.—P. O. Box 1168, New Orleans, La., wants standard gauge 16 to 20-ton locomotive, for logging purposes. New Orleans delivery, second-hand; give full particulars in first letter; also wants 250 tons 45 to 60-pound relaying rails, A. S. C. E. section, must be first-class relayers and subject to Hunt inspection; New Orleans delivery.

Railway Equipment.—Williamson & Brown Land & Lumber Co., Cerro Gordo, N. C., will want locomotive, log trucks, steel rail for three-mile track, etc.

Roofing.—C. S. Bradley Co., of McDaniel, Md., wants galvanized corrugated iron for roofing. Address at 1303 Harlem avenue, Baltimore, Md.

Roofing Manufacturers.—Anderson & Moser, Tampa, Fla., wants to correspond with manufacturers relative to prices on galvanized ridge roll suitable for laying over hips.

Saw Mill.—Lecompte Lumber Co., Lecompte, La., wants prices on complete equipment for mill of 25,000 feet capacity—yellow pine lumber.

Scales.—City of Lexington, Ky., wants city scales; Thos. A. Combs, mayor.

Sewerage.—Plans and specifications are ready for bids on about 10 miles of sewer in sewer district No. 3, Pine Bluff, Ark. Theo. Hartman, civil engineer, Little Rock, Ark.

Sewerage System.—City of Butler, Mo., will open bids March 7 for construction of sewage disposal plant and sewerage system, for which Burns & McDonnell, Kansas City, are engineers. J. L. Stanley is City Clerk.

Sewerage System.—Jas. L. McMillan, chairman sewerage commission, Abbeville, S. C., will open bids March 10 for construction of sewerage system in Abbeville.

Certified check for \$1000 must accompany each bid. Bond required and usual rights reserved. Plans and specifications are on file and may be seen at office of sewerage commission.

Sewers.—City of Henderson, N. C., will open bids March 10 for construction of eight miles of pipe sewers from 8 to 18 inches in diameter. Plans and specifications are by J. L. Ludlow, of Winston-Salem, N. C. For forms of proposals, etc., address Board of Internal Improvements.

Shingle Mill.—G. Ed. McNeill, Claremont, N. C., will want shingle mill, 20,000 to 40,000 capacity daily.

Signs.—See Street Numbers.

Sluice Gates.—Commissioners of the District of Columbia, Washington, D. C., will open bids March 25 to furnish and erect sluice gates at the sewage pumping station. Forms, specifications and necessary information can be obtained on application.

Spoke Machinery.—See Handle Machinery.

Soap Machinery.—De Ronde-Osborn Co., 40 Cliff street, New York, wants machine for compressing soap into cakes 3½x2½x1½ inches, with name stamped on same.

Steam Shovel.—P. O. Box 406, Rome, Ga., wants steam shovel ½ to ¾ cubic yard dipper, capacity 150 to 250 cubic yards per day; second-hand equipment wanted. See Railway Equipment.

Steel Files and Shelving.—Bids will be opened March 8 for furnishing steel files and shelving for court-house at Scranton, Miss. Plans and specifications on file. Address F. H. Lewis, Clerk of Board.

Steel Products.—Moutinho & Co., 32-38 Rua do Crucifixo, Lisbon, Portugal, wants addresses of makers of soft steel hoops, rolled cold, very thin gauges put in coils.

Water Works.—Committee on Water Works, Hickory, N. C., will open bids March 1 for furnishing and laying 50,000 lineal feet of coated cast-iron pipe, fittings, etc., building sub-basins, sand filters, etc., and on March 2 bids will be opened for furnishing two power pumps and electric motors, two air lifts—500 gallons capacity, two air compressors and electric motors, standpipe 24 feet diameter, 100 feet high, etc. The sum of \$80,000 is available for the work and machinery needed for the Hickory plant. Plans and specifications by O. Perry Sarle and Edw. W. Shedd, engineers, 146 Westminster street, Providence, R. I., can be seen at their offices, also at offices of the committee mentioned.

Street Numbers.—City of Lexington, Ky., wants 4000 street numbers of three figures each and 1275 street names. Thos. A. Combs, mayor.

Tex., Beaumont.—Soap Factory.—Tripolline Mfg. Co., organized several months ago with capital of \$300,000, is preparing to erect its proposed plant for manufacturing 15,000 cakes of soap per day. Nearly all the machinery has been purchased. F. E. Carroll, president, and E. A. Luck, one of the directors, are in charge of construction and equipment.\*

Water Works.—Rocky River Springs Co., Wadesboro, N. C., wants prices on water-works equipment complete, to be operated by gasoline engine. See Electric-Light Plant.

Water Works.—City of Bardstown, Ky., will open bids March 8 for construction of water works after plans and specifications now on file in offices of City Clerk, W. T. Eldon.

Water Works Stand-pipe.—E. M. Kearney, City Secretary, Sherman, Texas, will open bids March 7 for erecting new stand-pipe according to plans and specifications on file in office of A. A. Fielder, Mayor; also for two tower tanks, plans and specifications for which will be found at same place. Each bid must be accompanied by certified check for \$100. Usual rights reserved.

Well-Drilling.—City of Tuscaloosa, Ala., will open bids March 1 for drilling of an artesian well. Will consider proposals for 6-inch bored well, for 8-inch bored well, for core-drill work, for churn-drill work, etc. Direct bids to W. A. Ryan, Chairman of Committee.

Well-Drilling.—Kerrville Oil & Prospecting Co., B. F. Park, Kerrville, Tex., wants to contract for drilling of test wells.

Well-drilling Supplies.—See Piping and Engine.

Whip-manufacturing Equipment.—W. O. Bargin Co., Thomasville, N. C., wants information regarding manufacture of whips and prices on machinery required.

Woodbending Machinery.—R. O. Evans Co., Owensboro, Ky., wants addresses of manufacturers of machinery for wood bending, for chair work.

Woodworking Machinery.—See Heading Machine.

Woodworking Machinery.—See Barrel Machinery.

Woodworking Machinery.—Piney Flats Mfg. & Canning Co., Piney Flats, Tenn., wants woodworking machinery.

Woodworking Machinery.—Snyder Construction Co., Mt. Hope, W. Va., wants quotations on light machinery for shop work, contractors' and builders' work.

Wood-Working Machinery.—Chas. A. Lockwood, 16 Lenox avenue, East Orange, N. J., wants two-side flooring machine, resaw and double edger.

Wood-Working Machinery.—See Handle Machinery.

Wood-working Machinery.—See Shingle Mill.

Wood-working Machinery.—See Chair Machinery.

Wood-working Machinery.—See Crate Machinery.

## MEXICO.

Barracks.—Government barracks, modern in every particular, will be built at Morelia, Michoacan. Address Joseph Maafs, Jr., engineer, who is in charge of the work.

Electric-power Plant.—R. M. Barke, formerly United States Consul at Chihuahua City, Chl., has obtained a concession to take 630 liters of water per second from San Jose del Sitio brook. He intends to develop power and transmitting same by electricity.

Electric Plant.—A company is being organized to build an electric plant at Campeche City, Cam. Address Senor Lic. Don Luis Garcia M., for further information.

Electric Plant.—See Water-power Plant.

Electric Plant.—City of Colima, Colima, is desirous of arranging for erection of electric plant to furnish lights for private and public buildings. For particulars address Enrique O. Madrid, governor.

Electric Pumps.—La Esperanza Mining Co., Dwight Furness, manager, Guasajuato, contemplates installing electric pumps.

Ether Factory.—Jose J. Solorzano and Benjamin Padilla have obtained concession to establish ether factory at Guadalajara City, Jalisco.

Light-house.—A modern light-house will be constructed at Punta Juarez, Tamaulipas. For information address Senor Don Pedro Arguelles, Ciudad Victoria, Tamaulipas.

Lime Deposits.—Company has been organized to develop lime deposits in Chihuahua. For information address The Alcalde, Parral, Chl.

Market House.—City of Colima, Colima, will accept plans and bids for iron market house. For particulars address Enrique O. Madrid, governor.

Milling Plant.—La Providencia Mines contemplates building large plant for milling 50 tons of ore per day. Address C. A. Hamilton, Jr., Ocotlan, Oaxaca.

Milling Plant.—Sierra de Oaxaca Mining & Exploration Co., capitalized at \$2,500,000, intends building large ore milling plant. Address E. J. Seely, vice-president and treasurer, Denver, Col., U. S. A.

Milling Plant.—El Oro Mining & Railway Co., El Oro, will build milling plant.

Mining.—Charles Barber and J. Francisco, of Cashuiria, Chihuahua, have leased and will develop on a large scale the La Ralna mines.

Saw Mills.—Reports state that H. H. Ferdinand, St. Louis, Mo., will build several saw mills on the Isthmus of Tehuantepec.

Saw Mills.—N. G. Robertson, of Nashville, Tenn., contemplates buying for development 47,000 acres of timber land in the State of Durango; he proposes erecting large saw mills if he buys the land.

Smelting Plant.—American Smelter & Refining Co., Chihuahua, Chl., is reported as to build smelter to cost not less than \$1,500,000.

Smelting Plant.—Enrique Creel and associates, Chihuahua, Chl., have appointed a committee to investigate regarding their plans for erecting an independent smelter.

Smelting Plant.—American-Mexico Mining & Development Co. proposes building smelter with daily capacity of 1,000 tons of ore. Address Dr. A. T. Grove, secretary and treasurer, Chicago, Ill.

Sugar Mill.—See Water-power Plant.

Tannery.—Graton & Knight Mfg. Co., of Worcester, Mass., contemplates building large tannery in Mexico, and is now investigating the advisability of selecting Mexico City as the location.

**Water-power Plant.**—Rio Tamasopo Sugar Co., Tamasopo, will build large water-power sugar mill to work up the product of 1000 acres of cane lands; also an electric plant for lighting and power purposes. Russell B. Harrison, of Indianapolis, Ind., is president of the company.

#### Railways.

**Electric Railway.**—M. Hernandez Soranzo, a banker of the City of San Luis Potosi, and president of the board of managers of the street railway company of that city, says a petition has been presented by the company and also by citizens to the Government of that State, for permission to instal an electric railway system to succeed the mule cars.

**Electric Railway.**—An American company is negotiating for the purchase of the tramways of Hermosillo, capital of the State of Sonora. The project is to transform them from mule-power to electric and to extend the system to neighboring localities. For information regarding the company address Senor Don Rafael Izabal, Hermosillo, Sonora.

**Electric Railway.**—It is reported that the electric line projected from Guadalajara to Lake Chapala will be extended to Morelia, capital of the State of Michoacan. E. H. Talbot is president of the company, who may be addressed at Guadalajara post office, Jalisco.

**Steam Railroad.**—Pedro Ruiz & Manuel L. de Guenava have obtained a concession for the construction of a railroad from Estero de San Tecoma to Galeria in the State of Vera Cruz. The road is to be called Ferrocarril Tuxtias y Golfo.

**Steam Railroad.**—Recently two local companies have been organized for constructing railroads in Tabasco. One proposes to build the Central Railway of Tabasco, which will connect the capital of that State, San Juan Bautista, with a productive region, a distance of 65 kilometers, terminating at Rio Seco. The company has a subsidy of \$2500 per kilometer from the State government. The other proposes to build a line from Mexcala to the Gulf coast, and is known as the Rio Seco Co. The headquarters of each of these companies are in the cities mentioned.

**Steam Railroad.**—The Morelia & Tacambaro Railway, of which A. J. Peyton, 69 Wall street, New York, is vice-president, is reported to be grading 81 kilometers of line, which is expected to be completed by

September 1. The route projected is from Irapuato, in the State of Michoacan, via Puruandiro to Morelia, thence to Arrio, via Tacambaro, with a branch from Puruandiro to La Piedad. All is to be completed within two years and the line will be 360 kilometers long. Mr. Peyton has succeeded in disposing of \$1,500,000 worth of bonds. E. L. Parker, of Baltimore, J. T. Wisner and H. F. Froelich, bankers of New York and stockholders of the Morelia & Tacambaro Railroad, are now in Mexico City as guests of Mr. Peyton.

**Cars Purchased.**—The American Car & Foundry Co. has received an order for 10 cars from the Mineral Railroad of Chihuahua. A. C. Nash, manager, the order to be completed at as early a date as possible, owing to the growing heavy traffic of the road.

**Steam Railroad.**—General Luis Torres has obtained a concession to construct and exploit a railroad from a point near Naco, Ariz., to the Montezuma district in Sonora.

**Steam Railroad.**—Reported that a concession will soon be requested for a line from the Arizona border through the States of Sonora and Sinaloa to connect with the Kansas City, Mexico & Orient Railway. It is further stated that either the United States & Mexican Trust Co. or President Arthur E. Stilwell, of the K. C. M. & O., both at Kansas City, can give any desired information regarding the proposed new line.

**Steam Railroad.**—The Mexican Central Railway will, it is reported, reconstruct its line between Monterey and Tampico, putting down heavier rails. Lewis Kingman is chief engineer at the City of Mexico.

**Steam Railroad.**—The survey for the proposed railroad which the San Carlos Copper Co. is about to build from Linares, in Nuevo Leon, east to San Jose, has been submitted to the Mexican Government for approval. It is stated the work will begin immediately. Under the concession the line may be extended to Soto la Marina, 86 kilometers to the south.

**Steam Railroad.**—A company has been organized to build a railroad from Altata, State of Sinaloa, northeast to the mining district of Topia. Surveys are now in progress and contracts for grading will be let soon. The line will be 122 kilometers long. Address, General Don Francisco Canedo, Culiacan, Sinaloa, who, although not financially interested, will give information regarding the personnel of the company.

## INDUSTRIAL NEWS OF INTEREST.

#### Ohio Coal Lands.

Capitalists or miners seeking coal lands for investment or development are invited to write Jonathan Lower, Columbiana, Ohio, regarding the properties he offers for sale. One thousand acres is in Mahoning county, Ohio, on a branch railroad connecting with the Pittsburg & Fort Wayne and the Erie systems.

#### A Steamer's Electric Plant.

The large passenger steamer, "City of Buffalo," is now being lengthened by the Detroit Ship Building Co., Detroit, Mich., and an increase in the electric-light plant is being made by the addition of a 90 horsepower direct connected unit. The Western Electric Co., Chicago, will furnish the generator, and the Ball Engine Co., Erie, Pa., the engine.

#### To Handle d'Auria Machinery.

Announcement is made that the Builders' Iron Foundry, of Providence, R. I., offices at 9 Coddling street, has completed arrangements with the d'Auria Pumping Engine Co. to take charge of the sales of the d'Auria pumping engines, compressors and blowing engines. The Builders' Iron Foundry will build these machines in its shops at Providence.

#### Modern Fire Escapes.

Amid strong competition from various sources all over the country the Eureka Supply Co., of Chattanooga, Tenn., secured a number of contracts for fire escapes in the city of Nashville, Tenn., recently, and has just closed contract for all the iron and steel work for the Carnegie Library that is being erected in Chattanooga. Shipments of all kinds of wire and iron work are being made by the company to all points in the South, and last week an iron fence was sent to Beaumont, Texas, for the custom house in that city. The company is well

equipped to furnish anything in the structural iron line, for which there will be a large demand in the next few months.

#### Mr. D. M. Lord Retires.

Messrs. Lord & Thomas, the well-known advertising agents, announce the retirement of D. M. Lord, whose interests have been acquired by Messrs. C. R. Erwin and A. D. Lasker. Their offices remain in the Trade Building, Chicago, and the American Tract Society Building, New York. A. L. Thomas is president; C. R. Erwin, vice-president, and A. D. Lasker, secretary-treasurer.

#### Mr. Hermon Beardsley Butler.

Messrs. Joseph T. Ryerson & Son announce with deep sorrow the death of their vice-president and treasurer, Mr. Hermon Beardsley Butler, on Wednesday, February 10. The firm had for some years been ably assisted in conducting its extensive business with the efficient services of Mr. Butler and his personal qualities had endeared him not only to his immediate associates, but also to the trade.

#### Wants Interest in Iron Works.

An experienced man, who states he is competent to take charge of either the mechanical or business department of an iron works and foundry plant, seeks to purchase interest in such an enterprise. The plant must be on the main line of a railroad. Parties having such an opening are advised to write A. C., care Manufacturers' Record, giving full description and price in first letter.

#### Improving a Power Plant.

Messrs. Dodge & Day, modernizing and contracting engineers, Nicetown, Philadelphia, Pa., are installing in the powerhouse of the Link-Belt Engineering Co., Philadelphia, a 340 horse-power Buckeye vertical cross-compound engine, direct con-

nected to two general electric 100 K.W. continuous-current, compound-wound generators. The boiler plant at the same establishment is also receiving attention, and while it may not be found necessary to increase the capacity, it is probable underfeed stokers will be introduced. The Taylor system of management is well under way at the Link-belt works, and the results attained have been most gratifying.

#### Aultman's Elevating and Conveying Lines.

Buyers of elevating and conveying apparatus are advised to note that those lines as produced by the Aultman Co., of Canton, Ohio, have been taken over by the Interstate Engineering Co., of Cleveland, Ohio. This action has been decided upon by the Aultman Co. because of the fact that its factories have become so crowded with business. The Interstate Engineering Co. has a large and well-equipped plant and is fully recommended to Aultman customers as competent to take and fulfill with entire satisfaction any contracts for elevating, conveying or kindred machinery. Offices of Interstate Co. are in the Williamson Building.

#### Carolina Portland Cement Co.

The Carolina Portland Cement Co., of Charleston, S. C., states that its volume of trade for last year was very large and successfully handled, and many large orders are now on hand. This company has been supplying cement for nearly four years, making shipments to Virginia, Illinois, Indiana, Oklahoma Territory and Indian Territory. It began business with \$10,000 capital, which has been increased to \$20,000, and has offices in Charleston, Atlanta, Birmingham and New Orleans, the latter having just been established. The Carolina Co.'s lime kilns are located in Alabama and Tennessee and its fire-brick kilns (said to be next to the largest in the country) are at Killian, S. C.

#### A Busy Savannah Plant.

One of the busiest industrial plants in Georgia is that of the Savannah Locomotive Works & Supply Co. at Savannah. It has just completed overhauling locomotives for Babcock Bros. Lumber Co., Babcock, Ga.; Collins & Reldsville Railroad, Collins, Ga.; Wadley & Mt. Vernon Railroad, Wadley, Ga. It received during the past week orders for general overhauling of locomotives for Southern Railway; Chattahoochee Lumber Co., Donaldsonville, Ga.; Chas. M. Betts & Co., Sumpter, S. C. Messrs. Chas. S. Hirsch & Co. bought a 25-ton American type locomotive from the Savannah Co. this week. The facilities of the Savannah Locomotive Works & Supply Co. are now improved by the addition of a large foundry which produces all classes of iron and brass castings.

#### An Important Contract.

An important contract has been awarded to the S. M. Price Machinery Co., of Norfolk, Va., by the Kent Mfg. Co., of Franklin, Va. It calls for a complete steam-power plant of four 150 horse-power, high-pressure, horizontal return tubular boilers of the Price Co.'s special design, for a steam working pressure of 150 pounds per square inch; also an engine of 500 horse-power, the type being an inertia governor, operating at medium speed, with one fixed eccentric, controlling the exhaust valves, while the admission valves are handled by a separate eccentric. This engine aims to maintain the highest attainable steam economy, at the same time obtaining the best of regulation, with minimum application of valve gear. The contract also calls for the complete power transmission, consisting of shafting, pulleys, hangers, couplings, gearing and belting, the whole making one of the most complete plants of its kind in the South. There was considerable competition displayed for this contract, and its being secured by the Price Machinery Co. is a tribute to that company's facilities.

#### Mr. P. H. Wilhelm.

Mr. P. H. Wilhelm, formerly representing New York Car Coupler Co., Washburn Car Coupler Co., Buckeye Malleable Iron & Coupler Co., and Railroad Supply Co. of Chicago, with headquarters at Atlanta, Ga., has accepted a position as railroad representative of the American Steam Gauge & Valve Mfg. Co., of Boston, Mass., with branch offices at New York, Chicago, Philadelphia, and Atlanta, Ga. Mr. Wilhelm has spent the greater portion of his life in the actual railroad service and it will be remembered that, in 1893, he was, on the recommendation of the majority of

the railroads, appointed division superintendent of transportation at the World's Fair in Chicago. After the close of that exposition he took up the active business of railroad supplies, which he has followed up to the present time. Mr. Wilhelm has been very prominently mentioned for the position of superintendent of transportation at the St. Louis Exposition, but he prefers to remain in the active railroad supply business. The American Steam Gauge & Valve Co. now claims to have the largest plant in the country devoted to the manufacture of steam and other gauges, safety valves, steam engine indicators, whistles and steam supplies in general.

#### No Great Loss Without Some Small Gain.

Even the appalling fire which recently swept a large part of Baltimore out of existence will benefit some. The companies which salvage goods damaged by fire and sell them for the benefit of the fire insurance companies will profit by this loss. The goods damaged must be carefully dried before they become saleable, much depending upon the success of this drying. The Underwriters' Salvage Co. of New York recently placed an order with the B. F. Sturtevant Co., of Boston, for the complete equipment of a kiln for drying such goods by the Sturtevant fan system. The kiln is divided into small rooms of various widths, served by over-head tracks, from which are suspended frames for supporting two tiers of baskets for the reception of the water-soaked material. These rooms are of fire-proof construction, and the size is governed by the material to be dried. Hot air is diffused through the rooms, while the amount of air and its temperature is easily controlled. The drying is positive, economical and always independent of the weather. The kiln is not only equipped with the Sturtevant apparatus for drying, consisting of a Sturtevant steam fan, connected to a Sturtevant fire-proof heater and galvanized iron distributing pipes, but the entire material and workmanship for making the rooms fire-proof was furnished by the B. F. Sturtevant Co.

#### Eureka Fire Hose at Baltimore Fire.

That some of the glory that has rightly come to Chief Howe and the seven New York Engine Companies who were sent by the Mayor of New York City to assist Baltimore in the recent great fire, may, with propriety, be given to the hose used by them, will not be questioned by those who know the important part played by quality in hose in a conflagration of such magnitude. It is therefore of interest to note that when Chief Howe and his valiant Fire Engineers left for Baltimore they took with them about 10,000 feet of 2½-inch Eureka Fire Hose, which had just been delivered by the Eureka Fire Hose Co. to the City of New York, under a contract which amounted to 20,000 feet 2½-inch, 1500 feet 3-inch, 4500 feet 1½-inch, and 250 feet 4-inch Eureka Fire Hose.

Subsequently, on February 7, about 4 o'clock P. M., the Eureka Fire Hose Co. received a telegraphic communication through Mr. W. W. Atterbury, General Manager of the Pennsylvania R. R. Co., Philadelphia, from Mayor McLane, of Baltimore, to ship them as quickly as possible 20,000 feet of 2½-inch Fire Hose, with Baltimore Standard Couplings attached, complete. The Pennsylvania Railroad, through General Manager Atterbury, offered every facility in the way of special trains, shipping the hose on regular passenger trains without expense, and doing everything else possible to expedite matters.

Notwithstanding the fact that couplings had to be threaded especially, the Eureka Fire Hose Co. shipped on the night of February 8, 4000 feet, and ran their factory specially to do this work until 12 o'clock P. M. In the morning of the 9th they shipped 3500 feet, February 11, 5500 feet, and February 13, 7000 feet, practically completing the entire order within three days, and threading 400 sets of couplings specially to conform to Baltimore City Fire Department requirements. This work was all done in the Eureka Fire Hose Works, at Jersey City, N. J.

#### Reversible Horse Rollers.

Messrs. Julian Scholl & Co., 126 Liberty street, New York, are issuing an illustrated leaflet about their reversible horse rollers. Users of road machinery, contractors and dealers will find interesting data in this leaflet. Messrs. Scholl & Co. build horse rollers for all purposes, in all weights. Their Chicago offices are in the Monadnock Building.

1903.

# FORTY-NINTH ANNUAL REPORT.

OFFICE OF THE NORTHERN CENTRAL RAILWAY COMPANY.

Baltimore, Md., February 16, 1904.

To the Stockholders of the Northern Central Railway Company:

The Board of Directors herewith submit their report for the year ending December 31, 1903, with such data relating to the lines embraced in your System as will give a clear understanding of their physical and financial condition.

The mileage of the System is as follows:

ROAD OWNED.	Miles. December 31, 1903.	Increase or Decrease as compared with pre- vious year. Miles.
Northern Central Railway.		
Baltimore, Md., to Marysville, Pa.	91.51	D. 0.20
Dauphin to Sunbury, Pa.	45.31	
Green Spring Branch, Hollins, Md., to Green Spring Junction, Md.	8.59	
Total owned	145.41	

## LINES OPERATED UNDER CONTRACT.

	Miles.	
Rockville Branch, Pennsylvania Railroad, Rockville, Pa., to Dauphin, Pa.	2.82	
York Branch, Pennsylvania Railroad.	12.88	
York, Pa., to Columbia, Pa.		
York, Hanover and Frederick Railroad.	55.65	
York, Pa., to Frederick, Md.		
Lykens Valley Railroad.	19.29	
Millersburg, Pa., to near Williamstown, Pa.		
Shamokin Valley and Pottsville Railroad.	27.30	
Sunbury, Pa., to Mt. Carmel, Pa.		
Lancaster Branch, Junction east from Shamokin, Pa., to Hickory Ridge Colliery.	2.48	
Scott Branch, Scott Branch Junction to Scott Breaker, Pa.	2.84	
Green Ridge Branch, Green Ridge Junction, Pa., to Union Coal Company's store.	1.49	
Fagely Branch, near Green Ridge Junction to Greenough Breaker.	1.55	
Richard's Colliery Branch, Richard's Branch Junction, Pa., to Richard's Colliery.	1.54	
Montelius Branch, Mt. Carmel, Pa., to east of Mt. Carmel Breaker.	1.22	
Elmira and Williamsport Railroad.	38.42	
Williamsport, Pa., to Southport Junction, N. Y.	75.50	
Elmira and Lake Ontario Railroad.		
Cheung Junction, N. Y., to Canandaigua, N. Y.	64.00	
Canandaigua Lake Branch, Canandaigua to Canandaigua Lake, N. Y.	1.43	
Sodus Bay Branch, Stanley, N. Y., to Sodus Point, N. Y.	34.18	
Total mileage operated under contract.	304.17	
Total mileage operated	449.58	D. 0.20

## GENERAL INCOME ACCOUNT

OF THE NORTHERN CENTRAL RAILWAY COMPANY

For the Year Ending December 31, 1903, and Comparison with Year 1902.

Earnings of all lines directly operated.	1903.	1902.	Inc. or Dec.
Earnings.			
From freight traffic	\$7,977,120 77	\$6,247,715 01	I. \$1,729,405 76
From passenger traffic	1,817,418 46	1,726,143 37	I. 91,275 09
From express traffic	200,594 82	164,522 07	I. 36,072 75
From transportation of mails	110,028 84	106,410 46	I. 3,618 38
From miscellaneous sources	129,297 02	110,489 07	I. 18,807 95
From rents	75,626 42	101,406 21	D. 25,779 79
Gross earnings	\$10,310,086 33	\$8,456,685 19	I. \$1,853,401 14
Expenses:			
For maintenance of way and structures	\$1,255,716 74	\$1,169,304 91	I. \$86,411 83
For maintenance of equipment	1,950,276 76	1,428,580 52	I. 521,696 24
For conducting transportation	4,613,587 92	3,437,476 52	I. 1,176,111 40
For general expenses	154,296 34	129,733 04	I. 24,563 30
Operating expenses	\$7,973,877 76	\$6,165,094 99	I. \$1,808,782 77
Net earnings from operation	\$2,336,208 57	\$2,291,590 20	D. \$44,618 37
Deduct:			
Rentals paid roads operated on basis of net earnings	\$69,162 98	\$161,236 33	D. \$92,073 35
Net operating earnings Northern Central Railway Co.	\$2,267,045 59	\$2,130,353 87	I. \$136,691 72
To which add:			
Interest on investments	\$706,827 00	\$518,505 25	I. \$188,321 75
Interest on equipment		17,110 30	D. 17,110 30
Amount received from P. R. R. Co., proportion of loss in operating Elmira and Canandaigua Divisions and miscellaneous accounts.	92,677 53	39,002 23	I. 53,675 30
Gross income	\$3,066,550 12	\$2,785,961 65	I. \$280,588 47
From which deduct:			
Fixed rentals of leased roads.	\$425,597 40	\$346,540 23	I. \$79,057 17
Interest on bonded debt.	485,075 00	496,535 00	D. 11,460 00
Interest on mortgages and ground-rents	6,325 00	6,898 10	D. 572 29
Interest, car trusts	4,528 42	5,175 34	D. 646 92
Interest, general account	94,702 92	17,070 74	I. 77,632 18
Interest on equipment	472 86		I. 472 86
Taxes	148,758 05	136,908 00	I. 11,850 05
Advances to Elmira and Lake Ontario Railroad Company	53,994 35		I. 53,994 35
	\$1,219,455 80	\$1,000,188 49	I. \$219,267 31
Net income	\$1,847,094 32	\$1,785,773 16	I. \$61,321 16

From this net income for the year, the following amounts have been deducted:

Payments on account of principal of Car Trusts.	\$10,226 25
Dividend of 4 per cent., paid July 15, 1903.	458,490 00
Dividend of 4 per cent., payable January 15, 1904.	458,490 00
	927,206 25

Balance	\$919,888 07
Extraordinary expenditures on track, yards and equipment.	908,484 04
	\$11,404 03

Balance transferred to credit of Profit and Loss.	\$11,404 03
Amount to credit of Profit and Loss December 31, 1902.	3,336,421 80
Add sundry credits during the year.	651 57
Balance to credit of Profit and Loss December 31, 1903.	\$3,348,477 40

## CAR TRUSTS.

No series of Car Trusts covering equipment sublet by the Pennsylvania Railroad Company to this Company matured during the year.

Cost of cars sublet from Pennsylvania Railroad Company under existing series of Car Trusts.	\$183,262 50
Payments made account of the same during 1903.	\$22,854 67

Portion applicable to interest and other charges.	4,528 42
Balance applicable to reduction of principal	\$18,326 25
Payments account principal made prior to 1903.	54,978 75
Total payments account principal	73,305 00

Amount of certificates outstanding December 31, 1903, covering 270 cars sublet to Northern Central Railway Co. \$100,957 50  
The following statements show the percentage of operating expenses to earnings, and the volume, earnings, and cost of movement of the freight and passenger traffic:

## PERCENTAGE OF OPERATING EXPENSES TO GROSS EARNINGS.

1903.	Comparison with 1902.	Decrease.
77.34 per cent.	5.15 per cent.	

## TONS, TONNAGE MILEAGE AND FREIGHT TRAIN MILEAGE.

	Tons carried.	Tonnage mileage.	Freight-train mileage.
1903	18,937,246	1,270,067,393	3,125,043
1902	3,078,740	255,484,627	520,203
Percentage of increase	19.41 p.c.	25.18 p.c.	19.97 p.c.

## AVERAGE EARNINGS, EXPENSES AND NET EARNINGS PER MILE.

	1903.	Comparison with 1902.	1903.	Comparison with 1902.
	Cents.	Inc. or dec.	Cents.	Inc. or dec.
Earnings	0.628	I. 0.012	1.95	I. 0.012
Expenses	0.488	I. 0.041	9.17	I. 0.041
Net earnings	0.140	D. 0.029	17.16	D. 0.029

\*NOTE.—Train mileage represents mileage of freight and passenger trains only; all helping, shifting, or work train mileage and mileage made by engines and cabooses without cars being excluded.

The coal tonnage of the main line in 1903 was 5,220,419 net tons, and in 1902, 3,343,868 net tons, an increase of 1,876,551 net tons.

The total coal tonnage to Baltimore was 831,729 net tons, an increase of 253,111 net tons.

The coal tonnage of the Lykens Valley Railroad was 520,469 net tons in 1903, and in 1902, 227,834 net tons, an increase of 292,635 net tons.

The coal tonnage of the Shamokin Division was 2,331,960 net tons, and in 1902, 1,835,551 net tons, an increase of 496,409 net tons.

The coal tonnage of the Elmira and Williamsport Railroad was 2,315,204 net tons in 1903.

The coal tonnage of the Elmira and Lake Ontario Railroad was 876,334 net tons in 1903.

The aggregate movement of bituminous coal was 3,924,261 net tons, an increase of 107,906 net tons, and of anthracite coal 4,726,032 net tons, an increase of 1,977,850 net tons, as compared with the previous year. The tonnage of both classes amounted to 8,650,293 net tons, as against 6,564,629 net tons for the preceding year, being an increase of 2,085,664 net tons in the actual aggregate of coal transported, irrespective of the number of divisions over which it was moved.

The amount of grain received at the elevators at Canton was:

1903	12,230,836 bushels.
1902	6,034,234 "

An increase of 6,196,602 "

The amount of grain received at the local elevator, No. 2, in the city of Baltimore during the year was 2,555,944 bushels, as against 1,985,732 bushels in 1902.

The principal items of tonnage, besides coal and grain, were lumber, iron ore, manufactures of iron, fruits and vegetables, cement, brick and lime, and petroleum.

## PASSENGERS, PASSENGER MILEAGE AND PASSENGER-TRAIN MILEAGE.

	Passengers carried.	Passenger mileage.	*Passenger-train mileage.
1903	5,827,550	77,723,595	2,128,823
1902	314,556	1,341,985	159,782
Percentage of increase	5.71 p.c.	1.70 p.c.	8.11 p.c.

## AVERAGE EARNINGS, EXPENSES AND NET EARNINGS PER MILE.

	1903.	Comparison with 1902.	1903.	Comparison with 1902.
	Cents.	Inc. or dec.	Cents.	Inc. or dec.
Earnings	2.338	I. 0.078	3.45	I. 0.078
Expenses	2.281	I. 0.229	11.16	I. 0.229
Net earnings	0.057	D. 0.151	72.90	D. 0.151

\*NOTE.—Train mileage represents mileage of freight and passenger trains only; all helping, shifting, or work train mileage and mileage made by engines and cabooses without cars being excluded.

## GENERAL REMARKS.

The freight earnings show a large increase for the year, due mainly to the anthracite coal traffic, which was exceptionally active after the long strike of the preceding year. The passenger and express earnings also show a substantial increase. The aggregate gain in gross earnings was \$1,853,401.14, but by reason of the largely increased expenses, mainly in the conducting of transportation, and due in a large measure to increases in wages and cost of materials, the entire gain in earnings was absorbed by the increased expenses. There was, however, a larger income received from interest on investments, so that the gross income showed an increase of \$300,588.47. After deducting the fixed rentals of leased roads and all other fixed charges, taxes and advances to the Elmira and Lake Ontario Railroad Company, there was a net income of \$1,847,094.32. After providing for the regular dividend, amounting to eight per cent. during the year, and the amount due on account of the principal of Car Trusts, the sum of \$908,484.04 was appropriated toward the extraordinary expenditures of the year, and the balance, \$11,404.03, transferred to credit of your Profit and Loss Account.

There having been already on your books a credit to the Extraordinary Expenditure Fund of \$1,069,639.48, you were able, with the appropriation referred to from your surplus income, to take care of all extraordinary expenditures, without an increase of your Capital Account.

These expenditures were as follows:	
York Haven Bridgeport, four tracks, including right of way therefor.	\$747,500 67
Fairview to Marysville, new line, and changes in Marysville Yard.	123,606 78
Piers, elevator and other terminal facilities, Canton.	120,439 06
Terminal facilities, Baltimore.	125,532 84
Second and third tracks and sidings.	49,141 54
Yards at Sunbury and Timonium and stations at York and Parkton.	90,255 17
Telephone lines, etc.	7,066 39
Right of way and real estate	75,067 58
	\$1,338,699 03

Equipment:	
Extraordinary expenditure on freight cars.	\$221,114 32
Extraordinary expenditure on cabin cars.	4,196 78
Extraordinary expenditure on locomotives.	372,920 00
Extraordinary expenditure on tools and machinery.	31,193 39
	629,424 49
Total	\$1,968,123 52

Among the foregoing items is included a charge of \$50,000, the amount expended to increase the original capacity of Elevator No. 3, at Canton, which was destroyed by fire December 31, 1902. The entire amount expended thereon was about \$400,000, and the new structure was put in operation December 2, 1903.

The important work between Fairview and York Haven, referred to in the annual report for 1902, as being necessary to take care of the heavy coal traffic destined to tidewater which will be thrown upon your line, and including not only the four-tracking of your line between those points, but also the construction on joint account by your Company and the Pennsylvania Railroad Company of a large terminal yard at Fairview, on the west side of the Susquehanna river, has been vigorously prosecuted during the year. The cost of this yard will be divided on an equitable basis, and the Pennsylvania Railroad Company has for the present defrayed the expenditures already made thereon, amounting to about two millions of dollars.

On the 12th of May, 1903, there was organized in your interest the Northern Central Connecting Railroad Company, for the purpose of building a railroad some thirty-five miles in length, extending from a point of connection with the Northern Central Railway at Selinsgrove Junction, on the east side of the Susquehanna river, in Northumberland county, thence across the Susquehanna river and to a point of connection with the main line of the Pennsylvania Railroad at or near Aqueduct Station, in Perry county, Pennsylvania. The greater portion of the right of way was obtained by the purchase from the Pennsylvania Canal Company of that portion of its abandoned Canal extending from Selinsgrove, Snyder county, to Duncan's Island, Dauphin county, Pennsylvania, a distance of 31½ miles.

There was a net increase of 41.64 miles in Company's tracks and sidings. There were 5768 tons of new steel rails and 228,300 cross-ties used in repairs and renewals. Fifteen new standard freight locomotives were added to the locomotive equipment and eleven new standard locomotives were purchased to replace a like number of en-

Eleven passenger cars were sold, and replaced by a like number purchased from the Pennsylvania Railroad Company.

Six standard cabin cars were added to the freight car equipment; and one hundred and thirty-nine box cars, three hundred and eight gondola cars, one flat car, and sixteen cabin cars were built to replace cars destroyed or sold.

Series "A," "B," "C" and "D" of the bonds issued under your Consolidated General Mortgage, will mature July 1, 1904. The balance remaining of Series "A" and "B" will be taken care of through the operations of the Sinking Fund provided in that mortgage, \$186,000 of these securities having been redeemed during the year, and that reduction appearing in your General Balance Sheet. The \$2,000,000 of Series "C" and "D" must be otherwise provided for, and should it be to the interest of the Company, your Board will be able to provide for these loans and also for the construction and equipment expenditures necessary during the current year in excess of your surplus income, through an allotment of stock to the shareholders. The action required by the laws of the States of Pennsylvania and Maryland precedent to such an increase of your capital stock was taken on November 9 and 10, 1903, and as a necessary prerequisite thereto, your Company has accepted the provisions of the Constitution of Pennsylvania of 1874.

Under the operations of the Pension Department, there were carried on its rolls at the end of the year 125 employes, to whom there were paid pensions during the year amounting to \$27,461.08.

In accordance with the Revised Organization taking effect June 1, 1903, Mr. John B. Thayer, Jr., was appointed Fifth Vice-President, and the following additional appointments were made: Mr. George D. Dixon, Freight Traffic Manager, vice Mr. W. H. Joyce, resigned; Mr. Edwin P. Bates, General Freight Agent, vice Mr. John B. Thayer, Jr., promoted; Mr. Robert C. Wright, Assistant General Freight Agent, vice Mr. George D. Dixon, promoted; Mr. Joseph G. Searles, General Coal Freight Agent; Mr. James H. Wood, Passenger Traffic Manager; Mr. George W. Boyd, General Passenger Agent; Mr. Rufus M. Fife, Assistant General Passenger Agent, vice Mr. George W. Boyd, promoted; Mr. Joseph T. Richards, Chief Engineer of Maintenance of Way; Mr. Alexander C. Shand, Engineer of Maintenance of Way, vice Mr. Joseph T. Richards, promoted; Mr. Robert M. Patterson, Superintendent of Freight Transportation; Mr. Charles M. Sheaffer, Superintendent of Passenger Transportation; Mr. Andrew Kelsor, Superintendent of Telegraph, vice Mr. Charles M. Sheaffer, promoted; Mr. Henry P. Lincoln, Superintendent of the Susquehanna Division, vice Mr. C. A. Preston, transferred; Mr. W. G. Coughlin, Superintendent of the Elmira and Canandaigua Division, vice Mr. Henry P. Lincoln, transferred; Mr. James H. Nichol, Principal Assistant Engineer, vice Mr. W. G. Coughlin, promoted; Mr. Gilbert H. Cobb, Division Freight Agent of the Baltimore Division.

Mr. R. K. Reading was appointed Superintendent of Motive Power, to take effect August 1, 1903, vice Mr. E. D. Nelson, transferred, and Mr. W. J. Bingham, Assistant Auditor Coal Freight Receipts, vice Mr. Jno. S. Ruth, promoted.

It affords your Board pleasure to express their appreciation of the faithful and efficient discharge of their duties by the officers and employes during the past year.

By order of the Board,

A. J. OASSATT, President.

#### GENERAL BALANCE SHEET.

December 31, 1903.

Dr.	ASSETS.	Comparison with	
		December 31, 1902.	Increase. Decrease.
Cost of railway .....	\$13,388,069 23		
Cost of real estate .....	2,613,018 98	\$6,483 33	\$1,591 00
Cost of equipment .....	4,980,283 77		
Cost of Securities.	\$20,981,361 98		
Stocks of railroads and other corporations .....	\$5,361,598 95	\$35,000 00	
Bonds of railroads and other corporations .....	75,225 40		
Mortgages and ground rents receivable .....	1,419 00		\$8,333 33
Current Assets.	5,438,243 35		
Cash deposited in banks.....	\$270,435 73	\$23,550 07	
Due from agents .....	491,492 23	\$134,039 98	
Bills receivable, etc. ....	34,500 00	16,500 00	
Net traffic balances .....	10,714 43		45,130 29
Due from individuals and companies .....	540,162 18	398,457 78	
Amount due in adjustment of construction and equipment expenditures .....	1,912,364 91	1,912,364 91	
Insurance fund .....	1,000 00		
Materials and supplies .....	805,969 53	476,235 87	
	4,066,639 01		
Depreciation fund for coal lands of the Shamokin Valley and Pottsville Railroad Co. ....	490,841 18	\$14,000 00	Increase. Decrease.
		\$30,977,085 52	\$2,695,497 36

R. W. DOWNING,

Comptroller.

\*The differences in the increases and decreases as compared with the figures used in the report for 1902 are due to a redistribution of the amounts and a change in the headings of the accounts.

#### GENERAL BALANCE SHEET.

December 31, 1903.

	LIABILITIES.	Comparison with	
		December 31, 1902.	Increase. Decrease.
Capital stock, 229,245 shares.	\$11,462,250 00		
Capital stock scrip .....	50 00		
Funded Debt.	\$11,462,300 00		
Mortgage to State of Maryland to secure annuity of \$30,000 .....	1,500,000 00		
Consolidated general mortgage gold coupon bonds:			
Series A and B (sterling or dollar), 6 per cent. sinking fund, due July 1, 1904 .....	\$198,000 00	\$196,000 00	
Series C, 6 per cent., due July 1, 1904.....	1,000,000 00		
Million Loan (Series D), 6 per cent., due July 1, 1904 .....	1,000,000 00		
Series E, 4½ per cent., due April 1, 1925.....	1,757,000 00		
Second general mortgage 5 per cent. currency coupon bonds, due January 1, 1926:			
Series A .....	2,565,000 00		
Series B .....	1,000,000 00		
Real estate mortgages, and ground rents payable.....	110,706 10		
	7,630,706 10		
Extraordinary Expenditure Fund .....		\$1,059,639 48	
Loans for Construction and Equipment purposes .....	4,100,000 00	\$3,700,000 00	
Current Liabilities.			
Vouchers and pay-roll checks interest accrued on funded debt .....	\$1,484,685 06	171,916 30	
Due other companies .....	189,831 25	54,527 77	5,880 00
Interest matured on bonds and dividends uncollected..	244,107 22		
Drawn bonds not presented..	4,350 50	852 50	
Insurance fund .....	32,000 00	12,000 00	
Dividend payable January 15, 1904 .....	16,073 83		9,140 42
	458,490 00		
	2,429,538 46		
Depreciation fund for coal lands of the Shamokin Valley & Pottsville Railroad Co. ....	508,063 56	\$14,805 00	
Profit and Loss Account.....	3,348,477 40	12,055 60	
	\$30,977,085 52	\$2,695,497 36	

R. W. DOWNING,

Comptroller.

\*The differences in the increases and decreases as compared with the figures used in the report for 1902 are due to a redistribution of the amounts and a change in the headings of the accounts.

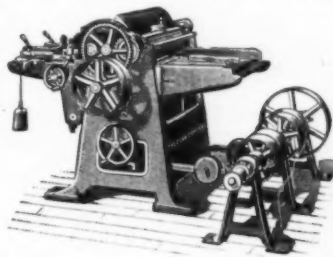
## MECHANICAL.

### A Planing, Matching and Molding Machine.

An accompanying illustration shows a medium-priced planer and matcher designed for doing planing, matching and molding in all factories, shops and mills.

The machine planes up to 24¼ inches wide, ½ to 6 inches thick, and tongues and grooves flooring, ceiling, etc., to 12 inches wide or less, and is also well suited for beading, working drop or patent siding, partition stuff, carpenters' moldings, casing, baseboards, etc.

The feed has four steel rolls and is particularly well geared, insuring a good



PLANING, MATCHING AND MOLDING MACHINE.

strong feed, which can be instantly started and stopped while the feed roll is held down by weights to give different pressures. A pressure bar is on each side of the knife, preventing any tearing and enabling the machine to do fine, smooth planing. The matcher head moves up and down with the bed, thus saving much time and expense in making adjustments.

Altogether, this machine has many devices for making quick and accurate ad-

features of excellence characteristic of all Lidgerwood hoists, and which have gained them wide acknowledgment as standard types of modern high-speed hoisting engine.

Briefly, there is the usual pleasing simplicity in design, with few parts and compactness in construction, giving great strength and insuring the highest efficiency and durability in service.

The drum motor and controller are mounted complete on a bed-plate. The resistance boxes are usually separate from the hoist, being conveniently located so that the heat generated may not be annoying to the operator. In smaller sizes it is sometimes desired to have the machine completely self-contained and portable, in which case the resistances are of special form and attached to the inside of the bed-plate.

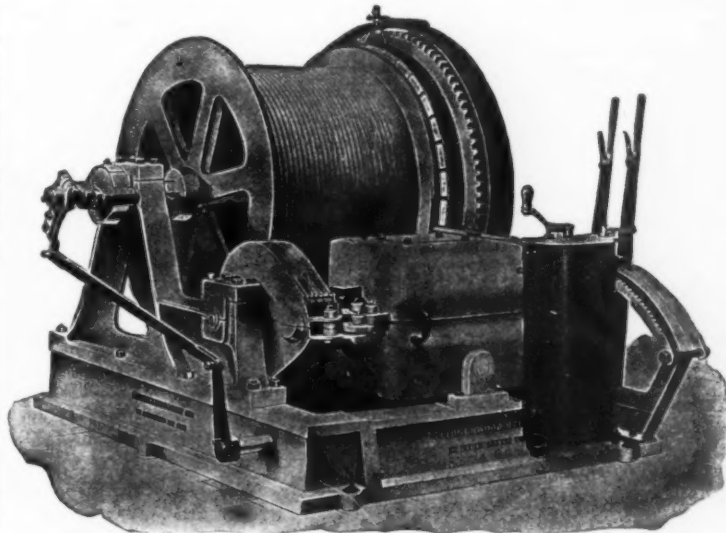
The friction drum is of the standard Lidgerwood form, equipped with all the latest patented improvements.

The motor, which is made by the General Electric Co., is of the armored type and especially adapted for hoisting purposes. All the moving parts are protected from dust and moisture by suitable casing, and the gearing from the motor to intermediate shaft is cut and enclosed in an oil-tight gear case.

The drum gearing is cast from standard patterns and is protected by means of the usual guard band. The controller, which is of the railway type, is provided with a reversing switch, and mounted so as to be most convenient to the operator.

The friction and brake levers are mounted in a rack with notched quadrants, and are fitted with thumb-latches.

A large number of these electric mining hoists have been built, in every instance giving complete satisfaction.



LIDGERWOOD DIRECT CURRENT ELECTRIC MINE HOIST.

justments and producing the work to advantage in quality and large amount, and it will no doubt meet with favor wherever used.

The machine is built by J. A. Fay & Egan Co., 270 to 290 West Front street, Cincinnati, Ohio.

### Lidgerwood Direct Current Electric Mine Hoist.

Engineers generally will find much to admire in the electric hoist illustrated herewith. The view shows the latest pattern direct current electric mining hoist built by the Lidgerwood Manufacturing Co., 96 Liberty street, New York.

This hoist is designed for use with a direct current of 500 or 250 volts, and embodies in its construction the various

### For Kansas City's Safety.

Army engineers who have been considering plans for the protection of Kansas City from destructive floods of the Kaw river, have recommended undertakings including the widening of the river levee and revetment work, the construction of concrete walls, the removal of all obstructions, etc., involving an expenditure of \$10,500,000. Appreciating the magnitude of such a project, and realizing that it may not be carried out in the near future, the engineers recommend as immediately necessary measures for the widening of the Kaw's channel to at least 600 feet, the removal of piles and obstructions in the river bed, the restriction of bridges to two piers each, 300 feet apart, and the elevation of the lowest point of the superstructure to 30 feet above low water.

## FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

## The Baltimore Stock Market.

The resumption of business by the Baltimore Stock Exchange finds bankers and brokers generally entertaining hopeful opinions as to the outlook, although it is expected that business will for a month or so be dull. The fears of a serious slump in the value of securities have been much allayed, and while it is anticipated that there will be some falling off from prices that prevailed immediately before the fire, this decline is not expected to be serious, for the reason that the protracted holiday has given the market time to get its bearings and to be prepared for developments. Those of the local insurance companies which have suffered most seriously by the fire, and are obliged to go out of business, were expected to place considerable amounts of securities upon the market; but now it is stated they have in large part arranged for loans upon their securities, which are of such generally high character that there was no difficulty in obtaining the desired accommodation—in fact, it was, in one instance at least, offered soon after the conflagration. Thus one of the anticipated causes for a drop is considerably modified; and besides, there are investors who are looking out for bargains, and who are expected to furnish support to the market.

One of the most conservative of Baltimore's bankers and brokers expresses the opinion that the payment of large sums of insurance money in consequence of the fire, will be followed by a gradual increase of business on the Stock Exchange which will, in the course of some months, bring about the greatest activity that the Baltimore stock market will ever have experienced. His argument is based upon the theory that the insurance money received will cause low rates of interest to prevail, and that every inducement will be offered in that way to invite the public to buy stocks and bonds. Moreover, inasmuch as the bulk of this money will not be wanted immediately for rebuilding, it will naturally be invested by its possessors, who will prefer to put it in securities that will yield them an income, instead of allowing it to remain in the banks. He further says that the amount of money that will thus be released in local financial circles will be considerably greater than the total sum which was let loose by the street railway deal some years ago. As that transaction was followed by a great boom in the market, so he expects to see another great period of activity follow the fire settlements, and Baltimore to once more, and more effectively than ever, assert her independence of Wall street.

This expression of opinion has had considerable weight in stock market circles, and it has done much to steady the situation on the street.

## SOUTHERN COTTON MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending February 19.

	Bid.	Asked.
Aiken Mfg. Co., S. C.	85	90
Anderson Cotton Mills, S. C.	105	121
Arkwright Mills, S. C.	105	121
Augusta Factory, Ga.	70	75
Avondale Mills, Ala.	101	102
Belton Mills, S. C.	101	102
Brandon Mills, S. C.	100	100
Buffalo Cotton Mills, S. C.	100	100
Buffalo Cotton Mills, S. C., pfd.	100	100
Cabarrus Cotton Mills, N. C.	122	122
Chiquola Mfg. Co., S. C.	95	95

Clifton Mfg. Co., S. C.	95
Clinton Cotton Mills, S. C.	135
Courtenay Mfg. Co., S. C.	110
Dallas Mfg. Co., Ala.	78
Darlington Mfg. Co., S. C.	85
Eagle & Phenix Mills, Ga.	108
Easley Cotton Mills, S. C.	101
Emory Mfg. Co., S. C.	74
Enterprise Mfg. Co., Ga.	76
Exposition Cotton Mills, Ga.	149
Gaffney Mfg. Co., S. C.	85
Graniteville Mfg. Co., S. C.	132½
Greenwood Cotton Mills, S. C.	99
Grendel Mills, S. C.	102
Henrietta Mills, N. C.	190
John P. King Mfg. Co., Ga.	83
Lancaster Cotton Mills, S. C.	100
Lancaster Cot. Mills, S. C., pfd.	100
Langley Mfg. Co., S. C.	95
Laurens Cotton Mills, S. C.	161
Lockhart Mills, S. C.	102
Louise Mills, N. C., pfd.	101
Marlboro Cotton Mills, S. C.	100
Mills Mfg. Co., S. C.	100
Mills Mfg. Co., S. C., pfd.	100
Monarch Cotton Mills, S. C.	90
Monaghan Mills, S. C.	100
Newberry Cotton Mills, S. C.	120
Norris Cotton Mills, S. C.	108
Orangeburg Mfg. Co., S. C., pfd.	102
Orr Cotton Mills, S. C.	102
Pacolet Mfg. Co., S. C.	100
Pelzer Mfg. Co., S. C.	170
Piedmont Mfg. Co., S. C.	290
P. W. Poe Mfg. Co., S. C.	136
Richland Cot. Mills, S. C., pfd.	102
Romoke Mills, N. C.	100
Saxon Mills, S. C.	100
Sibley Cotton Mills, Ga.	60
Southern Cotton Mills, N. C.	90
Spartan Mills, S. C.	137½
Trion Mfg. Co., Ga.	125
Tucapau Mills, S. C.	140
Union Cotton Mills, S. C.	145
Warren Mfg. Co., S. C.	100
Warren Mfg. Co., S. C., pfd.	106
Washington Mills, Va.	95
Whitney Mfg. Co., S. C.	115
Wilmington Cot. Mills, N. C., pfd.	100
Woodruff Cotton Mills, S. C.	95

## New Corporations.

The Hiseville Deposit Bank, capital \$15,000, has begun business at Hiseville, Ky.

The capital of the Western National Bank, organized at St. Louis, Mo., is \$500,000.

R. E. Goodloe, of White Station, Ky., will, it is reported, organize a bank at Livingston, Ky.

The new North Memphis Savings Bank, of Memphis, Tenn., is to open for business in about a month.

A new bank has been organized at Iredell, Texas, by the Continental Bank and Trust Co., of Fort Worth, and others.

It is reported that a new bank will be established at Dunn, N. C., with \$25,000 capital, by the Virginia-Carolina Trust Co.

The Traders National Bank has begun business at Birmingham, Ala.; paid in capital, \$100,000. John H. Frye is president.

The Bank of Strawn is reported organized at Strawn, Texas, by W. H. Eddleman, of Weatherford, Texas, and R. C. Hickson, of Strawn.

The People's Bank has been incorporated at Sullivan, Mo., with \$10,000 capital, by A. Lane, W. A. Benson, J. V. Williams and others.

The Bank of Silver City, at Silver City, Miss., has begun business. R. C. Stubblefield, president; S. R. Berry, vice-president; L. P. Lambert, cashier.

The Bank of Gates is the name of the new bank to be organized at Gatesville, N. C., with a capital of \$10,000. The necessary subscriptions are completed.

The Citizens Bank of Iuka, at Iuka, Miss., has been chartered; capital, \$15,000. The incorporators are F. T. Carmack, W. T. Ross, W. S. Harris and others.

The People's Bank and Trust Co. has been chartered at New Albany, Miss.; capital, \$100,000. The incorporators are J. J. Rodgers, W. S. Johnson, J. R. Dabbs and others.

The Bank of Centertown has been organized at Centertown, Ky.; capital, \$15,000. The officers are: W. A. Rone, president; Alvin Rowe, vice-president; H. H. Lewis, cashier.

The Bank of Waynesboro, at Waynesboro, Tenn., has applied for a charter. The incorporators are Dr. C. Buchanan,

Jo Youngblood, D. N. Morrow, Norman E. Thaxton and C. G. Belew.

The First National Bank of Mena, Ark., has been approved; capital, \$50,000. The organizers are L. C. Acuman, C. A. Smith, J. P. Hayworth, J. G. Jackson and G. L. Lochridge.

The Bank of Picayune has been organized at Picayune, La.; capital, \$50,000. E. F. Tate, president; Daniel Carver, vice-president; J. O. Yates, cashier; J. L. Megehee, assistant cashier.

The First National Bank of Leads-ville, Texas, capital \$25,000, has been authorized to begin business. B. L. Spencer, president; J. W. Spencer, vice-president; E. L. Berry, cashier.

The Oakland Investment Co., capital \$110,000, has been incorporated at St. Louis, Mo., by William F. Kelly, William A. Lange, James H. Baldwin, John T. Schoplin and E. W. Hanister.

The Royal National Bank of Palestine, Texas, capital \$100,000, has been approved. The organizers are: N. R. Royall, Palestine; Tucker Royall, J. W. Wright, Hampson Gary and C. W. Hanks.

The First National Bank of Zachary, La., has been approved; capital, \$25,000. The organizers are: L. M. Tooke, Arcadia, La.; Charles F. Ratcliff, E. S. Woodfin, S. W. Smith, Jr., and P. M. Atkins.

The People's National Bank of Lexington, Va., capital \$50,000, is to begin business April 1. A temporary organization has been accomplished by electing J. W. McClung president and W. M. McElwee cashier.

The officers of the Planters Bank and Trust Co., organized at Cochran, Ga., with \$25,000 capital, are: A. J. Thompson, president; B. J. Wynne, vice-president; C. V. Peacock, cashier, and J. B. Thompson, assistant cashier.

The Citizens National Bank of Garland, Texas, capital \$50,000, has been authorized to begin business. Ben. O. Smith, president; Francis P. Smith, vice-president; T. N. Hickman, cashier; Alice P. Hickman, assistant cashier.

A bank has been organized at Kinston, Ga., by W. S. Witham, of Atlanta, and others; capital, \$25,000. President, L. P. Gaines; vice-president, J. D. Rollins, who, with W. H. Griffin, W. A. Jolley and J. J. Hill, compose the board of directors.

The Monroe County Bank is reported organized at Monroeville, La.; capital, \$30,000. J. D. Barnett, president; W. S. Wiggins, Sr., vice-president, and H. C. Du Boise, cashier. Directors, T. S. Wiggins, J. F. Deer, D. J. Hatter, B. L. Hibbard and Q. Salter.

The Georgia Bankers' Association has been incorporated at Macon, Ga., by F. D. Bloodworth, G. H. Plant, L. P. Hillier, R. F. Maddox, J. A. G. Carson, E. D. Walter, Jos. A. McCord, E. J. Perry, J. G. Rhea, L. C. Hayne, G. Gunby Jordan and J. D. Walker.

Mr. W. H. McDonald (who is a director of the Bank of Red Springs, N. C., and also traveling correspondent of the Merchants National Bank of Baltimore) and associates have applied to the comptroller of the currency for a charter of the First National Bank of Dunn, N. C.

The Western National Bank has been organized at Fort Worth, Texas, with capital \$300,000 and the following officers: W. H. Eddleman, president; Cicero Smith, vice-president; E. M. Lanham, of Weatherford, cashier, and Claude McCauley, of Breckinridge, and W. J. Eddleman, of Weatherford, assistant cashiers.

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D. A. Ansell, Mexican consul-general at Montreal, Canada, is now in the City of Mexico with the object of interesting the government in the establishment of a Mexico-Canada international steamship line.

## New Securities.

Anadarko, Okla.—The city has voted to issue \$50,000 of sewer bonds.

Lexington, Ky.—The city proposes to issue \$100,000 of sewer bonds.

Oakdale, Ky.—It is proposed to issue \$15,000 of improvement bonds.

Cuthbert, Ga.—Randolph county is to vote, on April 5th, upon an issue of \$15,000 of jail bonds.

Tupelo, Miss.—Lee county will, it is reported, issue \$50,000 of bonds to build a new courthouse.

[For Additional Financial News, See Page 33.]

# Supplement Pages, Manufacturers' Record.

To meet the exigencies of the printing of the Manufacturers' Record at a point 100 miles distant from its editorial and business offices, late matter for this week's issue is published in these supplement pages.

## The Rebuilding of Baltimore-I.\*

By ALBERT PHENIS.

[Written for the Manufacturers' Record.]

Out of the ashes, out of the desolation, out of the fearful loss of treasure and of facilities for transacting trade, it is already apparent that Baltimore is to emerge a better built, a better known and a far better equipped commercial center than it has ever been before.

There will be a new Baltimore, beautiful, commodious, fine; there will be a new public spirit and a civic pride, unified, alert and conspicuously strong; there will be a new understanding of what the Baltimore spirit represents, for what Baltimore is doing to-day is challenging the admiration of the world.

Doubtless courage, abounding optimism, and universal faith in triumphant victory over all disaster are the factors looming large above the present desolation of Baltimore's burned district, and easily dominating the entire situation. So overwhelmingly in evidence are these inspiring conditions that the visitor of to-day is likely to feel something less of sympathy for Baltimore's afflicted people in the admiration which is born of the splendid heroism they display.

The vastness, the completeness and the appalling costliness of the destructive fire have been in large degree impressed on one by public prints and press accounts so that in a measure one is prepared for the dreary waste presented to the view. But the pluck and the hustle and the buoyancy and the defiance even of the people—why, it brings the quickened breath and puts a tingle in the blood to see what is going on and be told what all they've done.

Down on the edges of the burned district is a little rat-hole of a place, with half the roof burnt off and all the front caved in, and with only a corner in which the humble dealer may stand. Nevertheless "no interruption to business!" is placarded to the world on a sign above the door, and from the lowest to the highest this is the spirit that pervades the town; and furthermore the declaration is but little short of a literal description of the facts that now exist; for with marvelously small delay and surprisingly little loss the business of Baltimore is swinging into shape.

One whole issue of this paper could hardly contain a mention of all the instances of pluck that have occurred. It is figured that some 5000 firms and houses have been victims of the fire. Could every one be seen and the true

story ascertained, there is reason to believe that nearly every one would furnish further proof that the business men burned out literally sprang at the necessities of the case, and with almost one accord arose to the occasion with an alacrity, a vigor and a vim which the people of no community have exceeded.

Such feats have been largely ascribed as the exclusive achievement of the hustling West. The peculiar mellowness of Baltimore's ripe social tone, its veneration for traditions, the delightful Southern flavor of its social structure, all have made of Baltimore one of the most substantially conservative of American cities. It is not beside the mark, therefore, to say that what Baltimore has done in the present emergency comes as a distinct surprise to those who have known her only from afar.

It was considered by all as eminently fitting and proper that the great conflagration should have been so pre-eminently an orderly affair; that no lives should have been lost and that no looting should have occurred. The country expected nothing less. But how close we all are to nature and how recent the primitive remains it takes an occasional demonstration like this to remind us. This is not said in glee nor indeed is the slightest levity intended. I wish merely to chronicle some striking phases of the situation as they exist which are valuable and useful in this connection, because they reveal an unexpected adaptability on the part of Baltimore to meet the rudest shocks which fate can bring, and they show a virility and a practical turn which may well be regarded as proof that Baltimore is in the commercial race with any of the hustling cities of the land. The Baltimore ways suited the Baltimore conditions. When the conditions changed, Baltimore changed its ways. But I desire to enter the prediction here that with such an enormous degree of nervous energy as the city has been called on to exhibit, it will be a physical utter impossibility to drop back; there will never again be found any "slack in the trace."

Arriving here some ten days after the fire, I found the victims of the disaster had very generally landed in some sort of new quarters. Outside the ruins the most striking feature of the situation was the vast expanse of temporary signs which came to view. Sour Lake, Batson's Prairie or a boom camp in the gold country would have to be hunted up for the equal of the array of cloth and cardboard signs which almost screamed out at me from every corner and building, reaching from the edges of the burned district well up toward the ultra-fashionable precincts of Mt. Vernon Place.

Along Charles street, in many of the side streets, and at last even within the charmed circle itself, I found the business invasion had proceeded. Residences were given over to offices and business, boarding-houses had dislodged roomers and given their places to professional

men at vastly augmented figures, banks had invaded homes, and mansions had given accommodations to merchants and office corps. Even churches had been put to commercial uses, and every expedient had been resorted to that the wheels of commerce might not wholly stop.

### THE WHOLESALE TRADE'S ENERGETIC COURAGE.

Beneath this incongruous exterior I found much that was instructive, inspiring, significant. A fire that destroys some 2400 buildings in the center of the financial and commercial district, causing a loss somewhere between \$75,000,000 and \$150,000,000—no one knows just how much yet nor will for some time, if ever—might be expected to break the spirit of well nigh any community on earth. But I am told that never has the spirit of Baltimore dropped for an instant. Hardly one note of pessimism has been uttered by a soul, but instead there has been courage, almost gayety, in the heart of every Baltimorean, even among those who suffered most. And there have been, too, touches of sympathy in the attitude of outsiders and local non-sufferers which have revealed human nature at its best and brightest and shed rays of luminous beauty in places that were darkened. Offers of money, extensions of credit and any help available were freely tendered by individuals and by corporations, and expressions of sympathy have been showered in by letter and by wire from every quarter of the globe. It might with great reason be expected that in a calamity of so appalling size there would be much interruption of every kind of business and embarrassments, if not total inability to proceed. Owing to a suspension of the protest power, caused by the Governor's proclaiming a long period to be legal holidays, it is just now becoming possible to ascertain how weak any of the afflicted firms may be; but in commercial and banking circles the opinion is freely expressed that the percentage of those who will not weather the storm, and that without calling specially for outside aid, will be exceedingly small. And as to the interruption of business, it will actually be hardly of greater extent than would be caused by a serious storm, which interfered for many days with the regular running of trains.

This is one of the conspicuous directions in which Baltimore push became displayed, and through the energetic efforts made it is declared that about all that the jobbing or notion trade of Baltimore will lose will be a part of February business, orders for which for immediate delivery Southern customers would be compelled to place through houses elsewhere—largely in Atlanta, Lynchburg, Richmond and other local points. It was reported that houses in New York and Philadelphia were taking advantage of the situation to lure Baltimore customers away. Investigation shows that even such attempts have been very rare, and emanate from individual drummers rather than from any deliber-

ate desire on the part of heads of such houses themselves. Furthermore, it is declared, Baltimore jobbers are fairly secure in the business of the South. Baltimore dry goods and notion jobbers are largely Southern men, almost entirely natives and to the manor born. They know Southern conditions, are sentimentally drawn to Southern customers as well, and have a hold on the trade that at least no calamity like this could divorce them from. Again, New York and Philadelphia houses are too busy with their own trade to make it possible for them to attempt to capture Baltimore's trade with the South. And lastly, the Baltimore jobbers got such a marvelous move on themselves that they would have headed off even a preconcerted and most energetic drive by any outside men, even if anything of that sort had been planned and put in force. It is revealed that they have been quietly going along at a pretty lively clip all the while, having worked up a jobbing trade of between \$25,000,000 and \$30,000,000 a year, with an increase of some \$7,000,000 within the past two years. So when the fire came along the habit of looking after the trade had become deep grained, and to hold it fast had become second nature. All but about five of the 50 or so dry goods and notions jobbers were caught by the fire. The leading houses, in common with the newspapers, the banks, the railroads and many more, began looking for new quarters and new goods even before the embers of the old stores had grown cold.

For instance: Johnson, Boyd & Co. started their buyer off for the mills immediately after their old place was burned, and in the meantime telegrams and cable messages were fired about to pick up other goods required. Manufacturers' agents came over from New York, and the mills gave assurances that Baltimore orders would have first call. Railroad shipments had been slow, and it was found that there were a large number of cases of goods in transit which had not reached Baltimore. Here and there a Western order was "pinched" by a manufacturer's agent, and in the aggregate a large quantity of goods was got together for the firms. The old Sharp Street Methodist Episcopal Church, at 114 and 116 Hopkins place, was leased by the firm and put in shape for housing goods, and the house has started its men out and began shipping goods the first of the week.

John E. Hurst & Co., the house in which the fire began, succeeded in getting hold of the new Fifth Regiment armory, a massive structure with acres of floor space, and are now doing business at that stand. This house has a

\*The writing of the series of articles on the rebuilding of Baltimore, the first of which is published to-day, has been entrusted to Mr. Albert Phenis, a man of cosmopolitan newspaper experience, in order that the story may be told from an independent viewpoint and without regard to local circumstances.—Editor Manufacturers' Record.

trade of \$5,000,000 or \$6,000,000 a year, and had to have a tremendous stretch of floor. It is now more than a week since shipments were begun. This firm owns no real estate, electing to put capital into business instead of a house. Their landlord is a California man, who is thought likely to be willing to rebuild on the site of the building burned.

Daniel Miller & Co. hustled out and secured the old foundry at Scott and Wilcomico streets, a great light building with some four acres of floor space, and propose to be ready for the shipment of goods within a few days from now. They secured an office and salesroom at 109-113 Hanover street. With warehouses at New York and in the South, with a new, clean stock of goods throughout, and with the slight interruption in business that has occurred, they, along with the other jobbers of the city, have no fear about being able to retain the Southern trade with only such losses at the present time as may be due to immediate wants of customers.

The United States Cotton-duck Corporation, which had offices in the Continental Building, began looking about for a new place as soon as they saw the skyscraper was doomed. They fixed on a residence at the corner of Cathedral and Franklin streets, and Tuesday they moved in while the family moved out. Only one day was lost in making the transfer and they are now going ahead as usual with business with only the slight friction that new surroundings entail.

Armstrong, Cator & Co. is another firm that did lightning work in getting housed. This old establishment, probably the largest millinery house in the United States, is known the country over, and has as one feature of its popularity a custom of sending to towns all over the country, from Pennsylvania to Texas, about 750 milliners, who work in the country stores some three months each fall and spring. The spring opening was advertised to occur soon. At 2 o'clock Sunday their store caught fire. Five men were hustled off to New York to get in touch with manufacturers at once, and a hunt for a suitably located building was begun. The house at 106 Hopkins place was decided on. It belonged to an estate, one of the heirs of which was finally located in New Zealand. A deal was closed, and Tuesday the firm moved in and began opening up the new stock. Here, as in numerous other cases, grateful acknowledgment was made of the generosity of New York agents and mill men, who gave the firm the benefit of old cotton prices, which enabled the firm to duplicate customers' orders at former prices.

Down South, when the papers were read containing stories of the great destruction caused to Baltimore's jobbing district, there was a universal wail of distress heard from the Baltimore drummers. They have largely been in town during the two weeks following the fire, but their gloom has been changed to cheerfulness by the enterprise their houses have shown, and it is everywhere predicted that the stories they will have to tell of how Baltimore is undergoing rehabilitation will easily make them the most welcomed drummers on the road. "Why, a Baltimore man's goods will sell themselves," is a common comment, and to be a Baltimore drummer is now accounted a position of rare advantage.

Though the drummers and employees of jobbing houses generally will probably save their salaries almost entire, it has been suggested that some of the burned-out clothing manufacturers will hardly be able to resume business for

anything earlier than the fall trade. Manufacturers of various kinds have been carrying their men on their pay-rolls, and in discussing the question of the wage-earners' liability to suffer from the fire's effects, it has been argued that the manufacturers could hardly be expected to carry idle hands for very long. The fact, however, that the newspapers contain a number of advertisements calling for hands, and that one firm advertised for 500 skilled operators, would seem to indicate that there is no immediate danger of an over-supply of labor here. Another suggestion is that

#### HUSTLING TO PUBLISH THE NEWS.

The shifts to which the newspapers were put to keep up the publication of their regular issues have been told at some length. Outside of a newspaper office the enormous difficulties overcome would hardly be appreciated. Printers would comprehend, however, how tremendous an undertaking it would be to get out on Thursday a full edition of the Manufacturers' Record, with cuts, cover and tinted cover paper, exactly as usual, when every vestige of matter had been destroyed Sunday night. Sixty-seven printing offices, including the Record plant, were destroyed in Baltimore, so it was necessary to go out of town to negotiate the job. Philadelphia was decided on, and editors and business representatives arrived in Philadelphia early Monday. It required persuasion to induce any one to undertake the task. Finally arrangements were made, however, and by photo-engraving the 60 pages of advertising and setting anew the reading matter destroyed, a normal issue was secured, and it came out but one day behind the regular time. It will be two or three weeks yet before the printing plant can be renewed in Baltimore, and meantime the Manufacturers' Record and the Daily Bulletin are coming out at the usual times and under conditions which only the technical eye would find to be at fault.

It is doubtful whether a trade paper ever achieved more under difficulties so

#### FINANCIAL INSTITUTIONS TO THE RESCUE.

The energy displayed by the jobbers, newspapers and others, was no less conspicuous among the financial institutions and the banks, and none of them are housed in more haphazard shape. The Merchants' National is now quite comfortably at home in the parish house of St. Paul's Church, 309 Cathedral street. While the fire was still going on this bank opened for business early Monday morning in the house of E. Rosenfeld & Co., 62 and 38 South Paca street, and did business as of old. In spite of the suspension of the Clearing House and the holiday in force, this bank, along with some others in the town, received deposits and paid on check, the same as if nothing unusual was going on. Wednesday the removal to the parish house occurred, and there the bank will no doubt remain for many weeks to come. As in the case of all the banks here, the securities and money of the merchants were not harmed at all. Indeed, although the intense heat on floors above was sufficient to melt the glass globes of incandescent lamps and even to fuse iron, so untouched was the banking floor that a lump of ice which had been left in the cooler there was found whole and unmelted when entrance to the place was gained Tuesday after the fire.

As affording a fine commodious room, and in want of a better port for the storm, the house of Alex. Brown & Sons, the venerable establishment over

clerks and bookkeepers are likely to find more difficulty in getting new positions; but it is a fact that so far no great distress from any source has been announced as due to the fire. A noteworthy incident, by the way, is reported concerning the attitude of one establishment, and it is only one of several such neighborly acts which have come to light. In arranging to take in the hands of a factory which had been burned out, the distinct promise was made that whenever the former employer was ready to take back his hands, they were to leave the temporary employment and return.

great. What the daily newspapers of Baltimore did was on somewhat similar lines of enterprise, notably in the case of the News. When the building of the News caught fire Sunday afternoon, Mr. Grasty took the New York train, and arriving there called up Mr. Adolph Ochs, who, besides his other plants, owned the complete outfit on which had been printed the Philadelphia Times. In answer to a proposition to purchase for immediate delivery, Mr. Ochs gave consent over the 'phone, declining to fix a stated sum, but leaving the matter to invoice and adjustment later on. So the deal, involving some \$150,000, was closed without more ado, and Monday last the News was printed from its own plant again in Baltimore. During the transfer and installation of the Times' former plant the News was printed in the office of the Washington Post.

The Baltimore Sun and the American offices were in the line of fire, and although editorial and business offices have been found by each in small rooms on Baltimore side streets, the editions of the papers have been from the start and will be for some time to come of necessity printed out of town. The World newspaper office escaped, and was the only one outside the district burned. The Herald building was not so seriously injured as others, but the printing plant was damaged by explosives or by fire, and that paper has also been printed out of town.

a century old, and parent house of Brown Bros. & Co. and Brown, Shipley & Co., opened up for business Monday morning after the fire in the magnificent ballroom of the house of Alex. Brown, the present head of the house, at 710 Cathedral street.

The National Bank of Commerce squeezed itself into the little home of the Dime Savings Bank, on Lexington street, and there was hardly room for customers to pass if any of the officers sat down.

The Third National Bank took quarters in the Masonic Temple, the Mechanics' National in the Maryland Telephone Co.'s building, the Farmers' and Merchants' National went into the tailor store at Saratoga and Charles, the Union National took the second floor of a house on Charles street near Lexington, the International Trust Co. occupies a real estate office on Charles and Lexington, but will move to two large double parlors of the old Howard mansion on North Charles street, while the family lives upstairs, and other trust companies, banks and financial houses are scattered about on Charles and adjacent street half way up to the monument.

Perhaps not every one of the burned-out firms and individuals have found new locations yet, but the signs displayed indicate that large numbers of them have secured some sort of abiding place, and how active and early the movement was

is indicated in the pages of relocation notices in the local papers run for many days succeeding the fire. The movement began indeed with a tremendous rush, and so keen was the demand for quarters that many kinds of prices were paid. One woman got two floors of a house in an eligible district for \$50 a month. Afterwards, when a member of the landlord's family went there to see about getting a room, a price of \$50 a month was named as the rate for one small room on the top floor and in the rear. The B. & O. railroad found a barber on the ground floor of the Y. M. C. A. building. His lease had some time to run, and the railroad paid him \$15,000 to turn over his lease and leave the place. Cubby holes and dingy corners immediately assumed high rental value, and for the first few days some real estate changed hands at 50 per cent. advance over night. There were not quarters enough to go round, and until people were settled in some sort of style the demand had a tendency to boost the prices up. As an instance of the strenuous times, the large law firm of Gans & Haman found the auditorium of the Y. M. C. A. the most suitable place at their command. Booths and private offices have been erected around the walls, and it serves the purpose well as headquarters for the firm. When the Standard Oil Co. began to hunt a home, it found nothing that suited so well as one of the splendid mansions on Mt. Vernon Place. Into this swell residence section the invasion of trade was thus effected, and though some very strange faces were seen thereabouts, into the bed-rooms and parlors which lately had housed one of the wealthiest families of Baltimore the clerks and officers of the great oil company were rushed. With locations secured by most of the burned-out firms, the demand for real estate and rooms at largely inflated values has considerably quieted down. It is predicted, however, that the retail and business district must of necessity broaden out, as it has done in every other city following a fire, and it would be but in keeping with the precedents if much of the district that has been invaded turns out to have been permanently transformed into a business section.

Inevitably the real estate situation in all its forms is one of the most interesting local problems to be solved. Very naturally owners and lessees of ground in the ruined district are anxious to begin such improvements as may be proposed, so that wonted revenues or accustomed business places may be restored. An emergency committee of citizens of renown and broad culture and wide horizon has been continuously working on this problem of widening a number of streets since the fire, and recommendations arrived at are now under consideration by the city and State law-making powers. All the newspapers are staunchly standing by this public-spirited move to make the new Baltimore a city of which the whole nation may be doubly proud, and though here and there objection is heard to every plan proposed, it seems unlikely that this opportunity to make improvements which will benefit Baltimore to the end of time will be abandoned because of some inconvenience for the moment to a few individual property owners and business men.

There is considerable talk here now of some restrictions as to height of new buildings to be put up, a proposition being much discussed to the effect of putting the limit at 175 feet. Whether this will prevail or not is undetermined now. The first wild reports sent out from the fire were to the effect that the

skyscrapers of the town crumbled beneath the flame like a house of cards. One lurid story I remember was to the effect that the great Continental Building vanished before the very eyes of the graphic chronicler; one minute it stood proudly against the blood-red sky, and the next minute—puff—and it was not. Since committees of experts have unanimously declared that these steel-cage structures, where protected at all by terra-cotta and asbestos coverings, have come out of the fire absolutely unscathed as to their frames, and that they have met all expectations in such a fire that could have been anticipated, there is less hostility to the skyscraper type than was evident at first; but nevertheless there is no doubt a very large public sentiment favorable to the limiting of buildings to seven or eight stories in height, as in keeping with the plan to make the new Baltimore delightful to the eye and artistic in detail.

The authorities are moving with as much expedition as conditions will allow, and permits to rebuild are to be issued at once, except on streets to be widened. Anyhow, just now owners are waiting on insurance money, as a rule, and even if they were otherwise equipped, there would be some further delay until losses can be adjusted and the money all secured. The matter of insurance is another question not accurately determined at this time. Various estimates have been made, but they have been shown to be approximations only.

Referring again to the total insurance involved, if the losses for which the companies are liable foot up no more than \$32,000,000, as some experts have figured it out, there is certain to be a very heavy net loss between the losses incurred and the amounts the insurance companies pay; but in any event it is certain that Baltimore will not lack for capital for new building operations. Already wealthy men of this city and from abroad have announced their intention of engaging largely in the work of rebuilding the town, and the opportunities for successful operation here in a real estate and building way are attracting attention the country over. It is confidently predicted that building operations to be commenced within the coming year will represent an expenditure of from \$75,000,000 to \$100,000,000, and that for three years Baltimore will be the busiest city on the builders' map. One authority estimates that Baltimore will need, within the next three years, three thousand million brick, and that the building trades look on Baltimore as a coming Mecca, evidence was early supplied.

Of course, the ruins of the fire are of world-wide interest in an educational way. This is the first time the modern RECORD—February 25—Gal. 23. construction has been tested in a real baptism of fire—2000 or 3000 degrees of heat, for instance, as it has been figured out—and it is important to the building and architectural guild of the whole wide world to study conditions here in all their phases, and learn every lesson that has been taught. These facts have brought representatives from leading firms and houses everywhere, and will continue to draw them till every feature of the situation has been learned. But in addition to this magnet, the corridors of the hotels that escaped destruction are not so crowded as they have been since the fire with building men and architects solely bent on studying the lesson of the hour. They are alive to the possibilities for trade which the situation presents, and the huge advertisements which some of them carry in the local prints indicate the importance and the magnitude of the occasion as they rightly size it up.

Whatever the net and total losses may be to the victims of the fire, it is not considered by those versed in the finances of the town that any serious embarrassment will follow up the fire. The vastness of the fire naturally created some alarm. But I am told by one of the leading bankers of this town that the substantial banks of Baltimore were in exceedingly strong condition when the fire broke out, and that from his knowledge of the methods of the banks, and of the credits that they gave, he doubts if there will be much more than the ordinary percentage of losses sustained by the banks as a result of the fire. As a somewhat haphazard guess, yet based on his general knowledge of affairs, he said he would not expect to see over 3 per cent. of the capital stock of the 20 banks (which amounts to \$12,000,000) charged off as a loss on account of embarrassments to customers caught in the fire. The banks had a large surplus, running as high as 40 per cent. in some cases, and probably averaging 35 per cent., and are in condition to extend liberal lines of credit to customers whose requirements may have grown. Most of the large houses involved in the fire, however, are strong financially, with members who have fortunes of their own. Some new money may be put into their firms by individual members, in which case securities would either have to be sold or used as collateral for loans. The security market may be somewhat affected in this way, and further by the necessity of local insurance companies to realize on such assets as they hold; but, my banker informant concluded, there is no occasion for apprehension of a stringent money market here, nor even for the fear that in adapting themselves to the new conditions which are imposed by the fire there will be any serious inconvenience or difficulty encountered by Baltimore's commercial and financial concerns.

It was a grievous loss, and in the midst of all the optimism and splendid courage, I have found there is at the same time no disposition to minimize the palpable magnitude of the disaster. But with all that, it is no evidence of insensibility to still declare, "It might have been much worse." Outside the coastwise shipping, which suffered to some extent, the traffic of Baltimore, by water and by rail, was not injured in the least, and by the escape of the residence section it became a truly commercial affair. The telegraph offices were burned, and there was some delay and inconvenience in getting messages around, and the destruction of the Chesapeake & Potomac telephone exchange caused some inconvenience to that company's subscribers; but new facilities were speedily provided by all three—the telephone company at once installing a new switchboard at the Mt. Vernon station, and by doing six months' work in two weeks' time has succeeded in already connecting up many of the subscribers who were cut off by the fire.

This is the spirit of the town, and this spirit is the promise of the future. "Clear grit" seems to be the heritage of every Baltimorean. Through it the city is already rising from its ashes. The progress of events in Baltimore will command world-wide interest and attention for years to come. The story of the uprising will be read on every hand. The world is always on the side of the courageous, and the world will give to Baltimore a God-speed and a helping hand.

The new union passenger depot which is being erected in Atlanta has now the foundations partly completed and portions of the wall are being built. The station is at the corner of Mitchell street and Madison avenue.

## PANIC NOR FIRE CAN CRUSH.

### The Exhibition of American Grit by Baltimore.

All praise to Baltimore. She is giving a magnificent exhibition of American grit. Neither panic nor fire can crush her. Her spirit rises triumphant over every stroke of adversity.

Only a few months ago Baltimore suffered severely, first, by the failure of two important banking houses, and later by the failure of two trust companies. The blow to business confidence inflicted by these disasters was very severe, and scarcely had Baltimore recovered a little from the depression caused by them than a terrible fire—the worst in a generation—devastated the city, destroying the entire business portion.

But Baltimore has uttered no cry for help. With a splendid courage she has gone to work to repair the damage that has been wrought. Moreover, she is displaying wisdom as well as courage. She is evidently determined that the new city shall be in every respect better than the old. She plans to turn disaster into a blessing, and create a city that shall represent the most scientific ideas of modern construction.

A great conflagration, such as that at Baltimore, makes easy the way for many improvements which would otherwise be impossible, or slow of development. The great changes which have taken place in New York in the past twenty years have been accomplished by degrees with continued pulling down of the old and building up of the new, by perpetual tearing up of streets and obstruction to traffic by new construction, and yet even now the process is not completed. It must go on for years. But in Baltimore fire has, in a few hours, removed the entire business city, clearing the space for new buildings and new works of public utility.

From one point of view the Chicago fire was a benefit to that city by permitting reconstruction on more substantial lines. The burned Baltimore was indeed a very different city from the burned Chicago, for some of the buildings were of recent construction, and the business section altogether more substantial and handsome than the Chicago of 1871. Nevertheless, the fire enables Baltimore to make great plans for rebuilding on a scale that will create nearly as perfect a city as is possible to be made. Never was there a more golden opportunity to build right. This will cost money—more money than that paid by the insurance companies, and the reconstruction will tax the resources of Baltimore heavily—but it will pay in the long run, and the whole world may be able to profit by what Baltimore accomplishes.

Thus far her mayor and leading citizens appear to realize both the opportunity and the duty that confront them. It is to be hoped that their courage, which has proved greater than adversity, will not now succumb to the temptation to do things in a hurry. What is wanted is a new Baltimore built not in a haphazard way, to meet every varying whim or condition, but a city constructed on definite lines, wisely and well, combining beauty, utility and safety.

In this connection these words from the Manufacturers' Record of Baltimore are significant of a spirit that is equal to the crisis:

"Out of the wreck and ruin there will come a new and greater city, stronger and more energetic men and a closer union of all classes in the community. The work of the rebuilding of the burned section is attracting the attention of leading architects, engineers and contractors in different parts of the country,

who are hastening to take part in the great task. It is recognized that as quickly as the ruins may be cleared and reconstruction work begun, warehouses and office buildings, banks and other structures costing in the aggregate not less than \$100,000,000 will be under way. It is the most gigantic work of this character ever undertaken, and promises to surpass in many respects the rebuilding of Chicago. But the merchants and manufacturers, the financiers and the municipal authorities, are fully awake not only to the importance of maintaining the control of the trade which has for years centered here, and of increasing it, but also to the necessity of utilizing this occasion for expansion on many lines.

"The plan of widening the streets about the important structures and of giving them a front of parking, adding to the effectiveness of their architecture and insuring them against fire, has now a hundred supporters to one two weeks ago. The necessity for prompt removal of brick and stone and iron works rendered practically useless for structural purposes has given at the same time an impetus to the movement for an improvement of the water front by filling in a portion of the basin, a harbor good enough for the city's uses a hundred years ago, but now congested, and in summer likely to be a menace to the health of low-lying portions of the city."

—Wall Street Journal.

## England as a Market.

Mr. D. B. Thomas, of Thomas & Humphreys, 33 and 34 Paternoster Row, London, E. C., writes to the Manufacturers' Record as follows:

"I consider Great Britain the greatest market for American goods. This is my opinion formed seven years ago and confirmed by experience. I have spent many years in Australia and South America handling American goods, but London is the mart of the world. The buying capacity is enormous; commercial risks and money are great factors, and in no other country are they better. Business, however, must be done in the Englishman's way and at his convenience; but with honest goods and honest treatment he becomes a valuable customer, and it is a pleasure to deal with him. American firms must be careful in selecting their English representatives."

## Seeking Location for Plant.

The W. E. Nichols Manufacturing Co., of Winchendon, Mass., contemplates building a manufacturing plant at some point in the South, preferably at Baltimore, and writes the Manufacturers' Record in reference to suitable location. Land companies and other corporations promoting industrial enterprises may possibly correspond with the Nichols Co. to advantage. The W. E. Nichols Manufacturing Co. manufactures modern and improved chair and other wood-working machinery.

## Changes of Address.

Among the firms and companies, banks, etc., whose places of business were burned in the great fire, and who have asked the Manufacturers' Record to announce their new addresses, are the following:

Frame, Knight & Co., commission merchants, 11 East Saratoga street.  
T. S. Stratton & Son, shirt makers, 228 North Liberty street.  
Remington Typewriter Co., 14 West Franklin street.  
National Union Bank, 212 North Charles street.  
R. L. Polk & Co., Benjamin R. Sheriff, manager, temporary location, 728 North Howard street, request that all persons or

firms who have secured temporary location will please notify the office for use in the 1904 supplement of the Baltimore City Directory.

William A. Gault & Son, Marble Workers, Mantles & Tiles, Slate Roofing, etc., 18 East Lexington street, temporary location.  
Baumgarten & Co., Manufacturers of Rubber Stamps, Seals, Stencils, etc., 318-320-322 North Front street.

#### New Corporations.

The People's Bank of Georgetown, S. C., has applied for a charter; capital \$75,000, 40 per cent. paid in. President, J. B. Stull; cashier, Hugh W. Fraser. The directors are J. B. Stull, H. Kaminiski, Abe Moses, B. W. Cannon, John Barrow, R. M. Barnes, C. J. Crow, F. Rhein and P. N. Barrow.

The Dunn Banking Co., capital \$25,000, which may be increased to \$100,000, has been chartered at Dunn, N. C., with the following stockholders: J. J. Wade, Jr., R. G. Taylor, D. Barnes, J. H. Balance, J. G. Layton, M. L. Wade, Newberry Brothers & Cowell, M. Fleishman, H. L. Godwin, W. S. Jackson, J. W. Gooch, V. L. Stephens, W. H. Royal, Sully Cooper, J. C. Clifford and E. F. Young, all of Dunn; J. C. Hales, R. G. Briggs and D. S. Boykin, of Wilson, and John D. Dawes, of Elm City.

The State Exchange Bank has been incorporated at Lake City, Fla., by Frank Adams, of Jasper; Nat Adams, of White Springs; R. W. Adams, John D. Callaway and F. F. Bardin, of Lake City; Edward W. Lane, of Jacksonville, and A. J. Strickland, of Valdosta, Ga. The officers are: R. W. Adams, president; Nat Adams, vice-president, and F. F. Bardin, cashier. The officers and the other incorporators form the board of directors.

The directors of the Delta Bank and Trust Co., at Yazoo City, Miss., which is to begin business about March 1, are R. M. Whitehead, J. A. Crisler, W. A. Henry, John Lear, F. F. Davis, H. L. Taylor, J. H. D. Haverkamp, R. V. Powers, J. C. Hollingsworth, J. R. Linsley, R. F. Parker, A. H. Courts, E. L. Pepper, J. F. Barbour, L. G. Montgomery, M. Hirsch, S. S. Griffin, W. G. Harlow, W. W. Coody, William Normack, J. E. Stewart.

#### Baltimore Enterprise.

The Baltimore Belting Co. has displayed notable enterprise in getting to work after the fire catastrophe. Its place was burned out at 3 A. M. on February 8, but it immediately located at 229 North Holiday street, and on the 9th instant was equipped with new machinery sent from Philadelphia by express, and was filling orders for its superior varieties of belting. The company is now fully equipped to manufacture belting in any desired quantity.

#### Decorticating Machinery.

Mr. C. L. Farnham, of Los Teques, Venezuela, writes to the Manufacturers' Record that a large German company, that is just starting upon the production of fiber, is in the market for decorticating machinery suitable for the various kinds of hemp. The machinery must be light in weight, and so constructed that it can be easily transported over mountains where roads are conspicuous by their absence.

#### Want to Represent Manufacturers.

A firm of manufacturers' agents and engineers who are well known to the trade in Baltimore desire to secure additional accounts of representative manufacturers of machinery and specialties for mills and power plants. They intend to handle only the best lines. Firms and

companies prepared to arrange for such representation are invited to address "Manufacturers' Agent," care the Manufacturers' Record, for further information.

G. W. Lehmann & Son, chemists, assayers and bacteriologists, are now temporarily located at the City Hall Annex, Baltimore.



### ELECTRIC AND HAND TRAVELING CRANES

STRONG, SERVICEABLE, WELL MADE THROUGHOUT, CAPACITY AS REQUIRED.

PAWLING & HARNISCHFEGER,

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#### FOR SALE

3-150 H. P. H. R. T. Boilers, built 1902 used 6 months, full fronts 120 lbs. steam, excellent condition.  
3-125 H. P. Horizontal R. R. Boilers, 160 to 125 lbs. steam.  
7-100 H. P. Horizontal R. T. Boilers, 100 to 125 lbs. steam.  
9-60 to 70 H. P. H. R. T. Boilers, 100 lbs. steam.  
8-40 to 60 H. P. Horizontal R. T. Boilers, 100 to 125 lbs. steam.  
2-50 to 60 H. P. Vertical Boilers, complete with stack, 100 lbs.  
8-2 to 50 H. P. Vertical Boilers, 100 to 125 lbs. steam.  
2-20 H. P. and 1-15 H. P. Side Crank Horizontal Engines.  
6-5 to 100 H. P. Horizontal Slide Valve Engines.  
15 High Pressure and Boiler Feed Pumps.  
50,000 feet Wire Rope,  $\frac{1}{4}$  to  $2\frac{1}{2}$  in. diameter, good as new, cheap.  
12 NEW Horizontal Return Tubular Boilers, 100 to 150 H. P., guaranteed to carry 100 to 125 lbs. steam; will be sold cheap.  
1-100 H. P. and 150 and 200 H. P. Horizontal Slide Valve Engines.

#### WANT TO BUY

Second-hand, 2-40 to 50 H. P. Corliss Engines, Hoisting Engines, 25 to 50 H. P. Engines, Pumps, Cable, Rails, Pipe, etc.

Anthracite Machinery Company,  
Long Distance Telephone. ALLENTOWN, PA.

#### WANTED.

INTEREST in Iron Works and Foundry; purpose manufacturing. Must be on main line railroad. Can take charge either mechanical or business end. Give full description of equipment and price in first letter. Address

"A. C."  
care of Manufacturers' Record.

#### BARGAINS

In second-hand Corliss Engines, 50, 65, 75, 100, 150, 175, 200, 325 and 600 horse power.  
Boilers in Great Variety.

Write for quotations and state wants.

S. L. HOLT & CO.,

191 HIGH STREET, BOSTON, MASS.

Manufacturing Plant at Richmond, Va.,  
FOR SALE.

It consists of what is known as "Marshall Mills," with large and substantial brick buildings, a water power of about 280 H. P. at a cost of about \$10 per H. P. per annum, for night and day use; turbine wheels and shafting are in place. This property can be bought very cheap by applying to  
N. W. BOWE & SON, Richmond, Va.

#### FOR SALE OR LEASE

35 ACRES OF THE BEST BRICK CLAY IN MARYLAND.

ON SEVERN RIVER.

E. M. and J. T. BRENAN,  
ROBINSON,

Anne Arundel County, Maryland.

WANTED.—A "live" man who understands selling paint, to act as representative in Baltimore and vicinity for a prominent manufacturer of fire-proof paint.  
Address

PROMINENT.

Care of Manufacturers' Record Publishing Co.

#### A BARGAIN IN TIMBER.

2300 acres of fine hardwood timber within five miles of R. R. in Pocahontas Co., W. Va. Will cut 5,000 feet to the acre. For particulars, address  
Cashier First National Bank of Roncverte  
Roncverte, W. Va.

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Any  
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Worms, Worm Gears, Spirals and Helical Spurs for very high speed and smooth, quiet running. Bevels, Internals and Spurs, with correctly generated planed teeth. Differentials, Steering Devices, Universal Joints.

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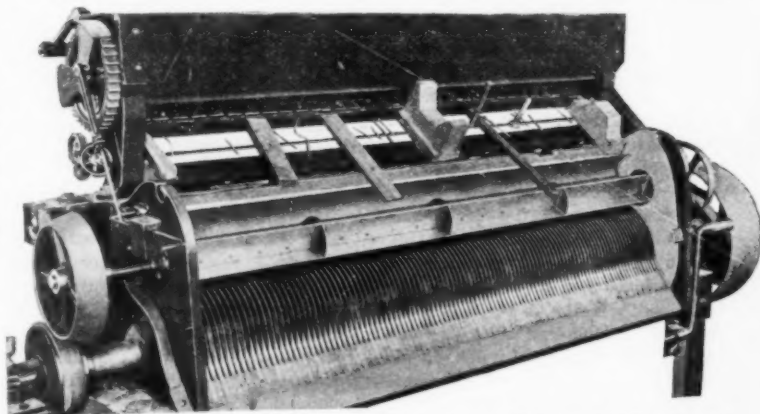
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